PRÉCIS WRITING

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A TEXT-BOOK OF PRÉCIS-WRITING.

BY

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PREFACE.

This book differs essentially in several respects from other text-books dealing with the same subject. Hitherto Indexing, Précis-Writing, and Digesting Returns into Summaries have been regarded as subjects chiefly of interest to Civil Service Candidates, and the text-books have considered their requirements only.

In the present work, while the needs of such students have been kept in view, the requirements of candidates for the London Matriculation, Society of Arts, and other examinations have not been forgotten. Moreover, quite apart from examinations, it is now recognized that Précis-Writing is a subject of great educational value, and one which deserves a more systematic and less technical treatment at the hands of teachers than it has hitherto received. The commercial or professional man who has studied the subject is able at once to grasp the salient points of an article or a book, and as a rule acquires a vigorous and lucid style which saves his own and other people's time.

The authors have not confined themselves to giving mere general directions, which are frequently little more than the examiners' instructions; but in the first chapter have explained and illustrated in considerable detail the principles of Indexing and Précis-Writing, and have not hesitated to begin with exercises on single sentences.

Experience shows that a little preliminary study spent on the abridgment of sentences and short selections will subsequently enable the learner to deal more effectively with lengthy documents.

No pains have been spared to make the instructions and illustrations full and clear, and to graduate the exercises in such a way as to enable any person of average ability to master the subject without difficulty.

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CHAPTER I.

PRINCIPLES OF PRÉCIS-WRITING AND INDEXING.

1. Definition of Index. An **index** (sometimes termed an abstract, schedule or docket) is a list of a series of letters arranged in such a manner that the date, names of the correspondents, and gist of each letter are obvious at a glance. Each letter is regarded as a separate item, and the abridgement should represent the greatest possible condensation.

Government Offices and Business Houses, in order to facilitate reference, usually keep an Index of their correspondence, giving an abstract of each letter in a few lines.

2. Definition of Précis. A **précis** (Fr. *précis*, precise; Lat. *praecidere*, to cut short) may be regarded from two points of view. Regarded in its application to one document or letter, a précis is an abridged statement or summary of the contents; but in reference to a collection of documents or letters the word has a wider meaning, as it then is a generalisation in narrative form of the pith or substance of the whole collection.

Précis-writing and indexing may be considered as two branches of the same art. The former is the more difficult of the two and calls for greater mental exertion; but both are founded on practically identical principles and conform to similar rules. It should be observed, however, that an index is more mechanical in form than a précis, and follows

more closely the diction of the documents abstracted; whilst a précis is a condensed essay in the writer's own language on the topic of which the series of letters treats.

3. Utility of Précis-writing. The immediate object of a précis is to save time by enabling any one, merely by glancing over the digest or précis, to gain a knowledge of the salient features of the original letters without reading them through. Doubtless the utility of the subject and its constant application in Government departments have been the chief reasons prompting the Civil Service Commissioners to insist upon proficiency in précis-writing and indexing in the examinations under their control. It must not be supposed, however, that time-saving is the sole virtue of an abstract. The inclusion of this subject in the English papers at the London Matriculation examination is evidence that the mental training it affords is receiving important recognition. We may admit that it is not a substitute for, and cannot replace, original composition. Essay-writing should come first and précis-writing succeed; but the latter is a valuable aid to composition in that it contributes to the formation of a compact and lucid style. To attain success in précis-writing, ability is required to distinguish between the essential and the superfluous; in other words, this art calls for the exercise of good judgment and sound discrimination.

Even if the utilitarian aspect alone be considered, a little observation will demonstrate the wide practical application of which précis-writing is capable. By the aid of a good index or précis, an official can be readily supplied with information which would otherwise have taken considerable time to collect and digest. Condensed writing is advantageous to the senders of telegrams, in which superfluous words mean waste of money. To the student the ability to summarise is a valuable accomplishment. A famous writer has said that "The great art of memory is in taking notes"; and certainly a judiciously selected and well arranged précis of the student's text-books will serve several useful purposes. It will strengthen the recollection of facts and principles; it will render

easier the process of cross-reference, and it will furnish a ready means of refreshing the memory, without the necessity of reading through the treatise. A teacher's lesson notes should be a précis; a solicitor in perusing an abstract of title simply reads a précis, which he subsequently compares with the documents from which it is abstracted. The art of summarising is of supreme importance to the reporter and journalist. In fine, précis-writing is valuable to a great number of people engaged in science, literature, the professions and commerce.

Construction of an Index and Précis.

4. It has been stated above that the index and précis are founded on almost the same principles, and are subject to similar rules. These rules may now be considered and the student warned against certain common errors. Some people recommend that the précis should be completed before the index. We consider this advice mistaken and open to objection; hence we shall first consider those principles that apply to an index, and subsequently discuss the additional rules that must be observed in the compilation of the précis.

Rules for Indexing.

5. Subject-matter. The student must master the subject-matter of the document to be indexed. How is this to be done? If time permits, he should read through the whole correspondence before attempting to write, *underlining those words or parts of each letter* which he considers contain the material points. Such a method will help towards the attainment of uniformity and continuity.

If the document is of great length, or the time short, it is well to begin the index at once, taking care to read three or four letters ahead of the particular letter that is being abstracted, so as to notice whether the reply or immediately following letters develop a point contained in the letter upon which the indexer is engaged. When the subject-matter consists of **official letters,** it is well to

remember that such letters usually exhibit considerable similarity in their arrangement, **the opening paragraph frequently containing a summary of that to which it is a reply**, and the last paragraph the answer thereto. Hence it is advisable to look carefully at the opening and concluding paragraphs in official letters. The student will find, too, that a preliminary or provisional index is a material help, *e.g.*, he might write down in a single line the salient point in each letter. On second reading he can use this brief index as the basis of his final work.

6. Form. At most public examinations the candidates are presented with a specimen index and a ruled form. This form is in foolscap size, divided into four columns of which the fourth is about four inches wide (*i.e.* half the width of the paper) and is appropriated to the subject-matter. The first column is reserved for the number of the letter, the second gives us the date, whilst the third contains the names of the correspondents or the title of the enclosure.

SPECIMEN OF INDEX.[1]

No. of Letter, etc.	Date.	Correspondents.	Subject-matter.
1	27th February, 1901.	Sir E. Satow to The Marquess of Lansdowne.	Communicating provisions of proposed Russo-Chinese Agreement as telegraphed by H.M.'s Consul-General at Hankow.
2	28th February, 1901.	Sir E. Satow to The Marquess of Lansdowne.	Repeating a portion of H.M.'s Consul-General's telegram (*see* No. 1) which had become obscure in transmission.

[1] See pp. 151, 152 for these two letters.

7. Enclosures. The usual plan is to index enclosures separately; but care must be taken not to index the subject-matter twice, viz., once in the index of the letter to which the enclosure is attached, and secondly as a separate document.

8. Uniformity. In small matters as well as in great the student should aim at uniformity; *e.g.*, in the date column it is advisable to write the date in a definite order and, to guard against errors, the number specifying the day of the month should be placed *before* rather than *after* the name of the month, thus 19th August, 1904, not August 19th, 1904. When no date is given, the letters N.D. (or the words "No Date") should be entered in the date column. In the case of Telegrams, the word "Telegram" should be written below the date, and frequently the date of receipt is appended. In the third column care is needed in describing the correspondents. It is advisable not to look to the foot of the letters but to the printed heading, where the designation of the correspondents is generally found; at any rate it is necessary to adhere to the same designation throughout, and not to refer to a correspondent as "H.M. Consul-General at Hankow" in one letter and "Consul X——" in the next. In the initial words of the fourth column uniformity should also be practised; the verb introducing the subject-matter may be either the Present Participle or the Third Singular Present Indicative, but one only of these forms should be used throughout the whole index, and generally it is advisable to adhere to the method adopted in the specimen index accompanying the examination paper.

These initial words (whether present participles or present indicatives) should be **appropriate** to the subject-matter in hand and to the relation of the recipient and sender respectively; *e.g.*, in indexing the letter of a junior to his chief, as of a Consul to the Secretary of State for Foreign Affairs, we might use *submitting*, *reporting*, *asking*, *enquiring*, and like words; but we should scarcely use these words in indexing the letter of the Foreign Secretary to a Consul, but rather words of a more imperative

character, as *requiring, directing, commanding.* Again, the writer should consider whether *information* is given, so as to call for the use of such participles as "informing, reporting, stating;" if *suggestions* or *advice* are given, the words "advising" or "suggesting" would be appropriate; whereas if there are enclosures, then "transmitting" or "forwarding" could be used. We add a list of useful introductory words:—

Acknowledging receipt of	Forwarding
Admitting	Informing
Advising	Inquiring
Agreeing to	Proposing
Asking	Rectifying
Communicating with	Referring
Concurring in	Replying
Declining	Reporting
Demurring	Requesting
Denying	Stating
Desiring	Submitting
Directing	Suggesting
Dissenting from	Transmitting
Drawing attention to	Urging
Enclosing	Warning

9. Clearness. Lucidity is a desirable quality in essays of all kinds. In an index or précis it is essentially necessary to use language the meaning of which cannot possibly be misunderstood. Hence we must avoid all figurative language, omit unnecessary words and phrases, and use adjectives and adverbs sparingly. A want of clearness is frequently caused by the use of ambiguous words and redundant expressions.

10. Brevity. Conciseness is the essential characteristic of indexing and précis-writing: ideas must be expressed in the shortest limit consistent with completeness.

To attain the necessary brevity we must—

(*a*) Select the point of importance, and reject the non-essential. In an index the object is to select the pith of each letter. This selection of the leading point is a matter

of supreme importance; for if we fail to seize the essential fact of the correspondence, brevity and lucidity will be of no avail. Frequently the printed heading of the papers to be indexed helps in this selection, for those parts of a document which refer directly to the topic enunciated in the printed heading obviously require closer attention than those parts which refer only indirectly to the same.

(*b*) Arrange the index in one sentence or phrase. We do not advocate a slavish adherence to this rule. In the indexing of official letters, however, it is generally feasible, for usually an official letter does not treat of a variety of points, but is restricted to one topic.

(*c*) Observe the *Five Line Rule* if required. Occasionally the instructions given in an examination require the candidate to digest his index of one letter into five lines; *i.e.*, not to occupy more than five lines of the fourth column, which we have already stated is about half the width of a sheet of foolscap.

It is unwise to interpret this rule too literally. Some letters in the series may be so long that it is impossible to write down their salient features in five lines. Of course if the candidate can write his index in less than five lines, by all means let him do so; he should invariably remember the instruction, that the subject of the letter is to be expressed in as few words as possible.

Sometimes the instructions limit the length of the index to Ten Lines. It is always advisable to conform as far as possible to express instructions. Occasionally the paper is spaced, *i.e.*, the portion of the foolscap reserved for the fourth column is divided into parts of equal width. It is by no means necessary that a candidate should restrict his index to one space: it is wiser to employ two spaces rather than to omit an important item.

(*d*) In making out this fourth column the indexer should remember not to repeat the name of the correspondent mentioned in the third column; *e.g.* in the index quoted in § 6 the third column reads: "Sir E. Satow to The Marquess of Lansdowne;" hence the fourth column should not begin "Communicating to the Marquess of Lansdowne," but simply "Communicating."

Rules for Compilation of a Précis.

11. Most of the above rules and hints apply to the construction of a précis. As in the case of the index, so in writing the précis, the student must master the subject-matter, select the salient features, and reject everything that is irrelevant. Originality is one of the chief requisites of a good précis, but the prime merit is that it should contain all that is important, *i.e.* all the facts contributing to the development of the chief theme dealt with in the correspondence. The digest must, however, omit all unimportant facts and events which have no bearing on this development. Having mastered the subject-matter and selected the salient points, the student must compose a narrative of the whole in a simple, clear, and intelligible manner. This narrative is an essay in the writer's own language, but, whilst it should contain all that is important in the correspondence, it is circumscribed as to matter and limited in length. It must be clearly understood that in such a condensed essay there is no place for the writer's personal comment or views, however valuable and weighty these may be.

It has already been said that it is more difficult to write a précis than to compile an index. An ordinary test paper consists of several letters, reports, dispatches, enclosures, telegrams, etc. Some of these letters will overlap, some may contain extraneous matter; if the earlier letters alone are read, a judgment may be formed which the later correspondence entirely dispels. From this confused and often intricate mass a clear and concise narrative has to be produced. How can this best be accomplished? During the earlier stage of his studies the learner should make a **preliminary précis**; that is, he should write down his account in a simple and natural manner. In this first rough effort he should not attempt nor be anxious to condense too much, but should include everything that he considers important. It should be a free translation in the writer's own language of the contents of the document, and should contain rather too much than too little. Having written this rough copy, the student should

then proceed to compile his **final précis**. He will revise his preliminary effort and apply to it the same discrimination that he applied to the original mass of correspondence; he will dispense with everything that is superfluous and retain only that which cannot be rejected, so that his final précis may occupy the minimum space. Doubtless in time the student will be able to dispense with the *preliminary précis* and to write down his *final précis* at once; but even when the subject-matter has been mastered it must be remembered that its conversion into the writer's own words is quite a distinct process from its translation into the fewest possible words, and in the learner's earliest efforts it is well to keep these two processes distinct.

12. Form. Unlike the index, the précis does not assume a mechanical form, but is expressed as a **continuous narrative**. It should begin with a statement of the subject-matter of the correspondence, expressed as briefly and clearly as possible. Usually the material for this will be found amongst the first few documents. Frequently some of the letters or telegrams can be wholly discarded in the précis. Care should be taken that the continuity is not broken by any change in the identity of the various correspondents: a series of letters between (say) a Consul and the Foreign Secretary may extend over a considerable period of time, and in this interval the original foreign secretary may have been replaced by another. By the unwary an incident of this nature is liable to be considered a point of cardinal importance, but the careful writer will not allow it to break the thread of his story. Another stumbling-block to be avoided is that, in official letters, the same point is often dealt with twice, first in a telegram and subsequently in a letter. Of course the précis must not repeat this redundancy.

13. Uniformity. Even in the précis there is scope for uniformity of expression and style. The order in which the topics are introduced is left to the précis-writer's own discretion, and need not be letter by letter, but he should

preserve a logical sequence. His narrative should be consecutive, and events should be recorded in chronological order. The **Past Tense will be used throughout.**

14. Clearness is as essential in a précis as in an index, and more difficult to attain. Although the language is the writer's own, and not that of the original documents, he would act wisely in guarding against all exuberance and verbosity, qualities which will doubtless obscure his meaning. Long complex sentences, pompous language, unnecessary adjectives or adverbs, and metaphorical language should find no place in a précis. The writer should cultivate a simple style. He should endeavour to distinguish cause and effect, and not to intermingle two distinct matters. Sometimes the examination paper itself deals with separate subjects: in such a case the writer should mark those letters or parts of letters dealing with one subject with the letter A, and those dealing with the second topic B, and of course the final result should show no intermingling of the separate topics.

15. Brevity. Felicitous condensation is one of the chief merits of a précis. In speaking of this characteristic in reference to an index the *five line rule* was mentioned; similarly examination instructions indicate that a précis should consist of about *three hundred words*, or that it should not occupy more than two pages of foolscap. These remarks apply to an exercise which takes about three hours; a proportionate reduction must be made for shorter tests. As the matter in a three-hours paper usually consists of about 6000 words, it is obviously the examiner's intention that the précis should be about one-twentieth the length of the original. The application of any such rule must not be rigorously pressed, as obviously some writers and speakers can be summarised in much less compass than others. Brevity is a very desirable quality; yet we must not be brief at the expense of either completeness or distinctness. Generally our précis will contain more words than our index. The chief fact to be remembered is that the précis

should give the pith of the whole correspondence, and that its length will be determined, not so much by the length of the correspondence, as by the number of important and relevant statements contained therein.

It may here again be remarked that the learner will be materially aided in attaining the desired conciseness if he will constantly keep in mind the printed heading of the paper to be summarised. This printed heading will serve as a text to which he should somewhat rigorously adhere, remembering that whatever in the correspondence bears directly on his text is more germane than matter which bears only indirectly upon it.

16. Perspective. Finally the précis-writer will need to exercise his powers of judgment. He must see things and events in their proper relationships, neither minimising important and relevant points nor magnifying minor and irrelevant ones. In short, his success will be measured by his ability in subordinating the unimportant to the important parts of his task.

17. We now proceed to the application of our precepts, and give three solutions for the student's guidance. Our first illustration will embrace short sentences; our second will be devoted to an analysis of an official letter of the ordinary type; whilst our third will be a model solution (both of Index and Précis) of the paper set at a recent Excise examination. We shall conclude the chapter with two exercises containing sentences and very short extracts.

The student must guard himself against the error of supposing that précis-writing is solely applicable to long official documents like the examination paper given in our third illustration. The art of condensing is equally applicable to the composition of a telegram, the abbreviation of single sentences and short extracts; in fact we consider that the beginner will be well advised if, as a preliminary task, he abbreviates a few sentences and summarises short passages or single documents. In this respect we are not following the practice of a number of teachers and writers upon the subject, who, immediately

after their preliminary remarks, introduce their pupils to a Civil Service or other lengthy test; but we feel sure that the student will gain a better grip of his work by approaching his task through the medium of exercises of a shorter type than those found in Civil Service examinations.

Illustration 1.

We assume that the reader has already acquired a correct idea of the meaning of such ordinary grammatical terms as *phrase, compound* and *complex sentence, noun, adjective* and *adverbial clause*; and hence we may at once observe that a phrase may often be shortened by the substitution of an adjective, adverb, or a possessive case; *e.g.*,

(*a*) "The sayings *of that speaker* were *on all occasions* reported *in great detail.*"
(*b*) "That speaker's sayings were invariably reported in full."
(*a*) "The first day at school seems strange to *anyone not used to going there.*"
(*b*) "The first day at school seems strange to a new pupil."

Similarly a compound sentence may often be condensed by the conversion of its two clauses into one; *e.g.*,

(*a*) "I was robbed of all my money; and for that reason I was unable to proceed."
(*b*) "Having been robbed of all my money, I could not proceed."

Noun, adjectival and adverbial clauses may often be contracted by the substitution of a noun, adjective or adverbial phrase: thus, taking one illustration of each kind of clause, we may notice the following:—

(*a*) "*That he will ever arrive* is quite uncertain." (Noun clause.)
(*b*) "Boys *that are full of mischief* are more tractable than boys *that are stupid.*" (Adjectival clauses.)
(*c*) "*Whilst James was present*, John narrated the story." (Adverbial clause.)

These may be summarised as follows :—

(*a*) "His arrival is quite uncertain."
(*b*) "Mischievous boys are more tractable than stupid boys."
(*c*) "John narrated the story in James' presence."

LIKEWISE WE MUST AVOID—

(1) *Tautology*, or the saying of the same thing twice when we have nothing to gain thereby ; as, "They returned *back again* to the *same* city *from* whence they came *forth*."

(2) *Pleonasm*, or the use of more words than are necessary ; as, "I shall come to see you at your house to-morrow, if I have any leisure *on my hands*."

(3) *Verbosity*, or superabundance of language ; as, "On receiving this information he arose, went out, saddled his horse, and went to town." This may be more briefly expressed, viz., "On receiving this information he rode to town."

(4) *Circumlocution*, or roundabout mode of expression ; as, "I think (and I think that I think rightly) the laurel crown doth worthily honour the poet's triumph."—(*Sir Philip Sidney.*)

ILLUSTRATION 2.

No. 102.

The Emperor of China to the King of England,

(Translation.)

(Telegraphic.) *Hsi-Ngan, February* 13, 1901.

1. The Emperor of China to the Most High, Mighty, and Glorious Prince Edward VII., King of Great Britain and Ireland, Emperor of India, sendeth greetings.

2. The demands advanced by the Treaty Powers are now being discussed in their proper order.

3. The manner in which compliance with them, and more especially with the one relating to the indemnity, is a matter of so great importance, that it must be studied from all points of view.

4. In the course of the military operations much property was lost and destroyed, and as the natural resources of the country are still in an undeveloped state, and commercial and industrial enterprise has lately been much interfered with, it would be difficult to

raise a large sum of money in China within a short period. Should, therefore, the immediate payment of the whole of the indemnity be insisted on, it is to be feared that, the burden falling, as it would, on the people of China, requisitions so onerous would have to be made on them, that, reduced to poverty, the country would rise against the Government.

5. We feel assured that the difficulty of our position will commend itself to the sympathetic consideration of your Majesty, and, calling to mind the interest you have evinced in bringing about a better understanding between China and the foreign Powers, and the desire you have expressed for the maintenance of peace and the restoration of order and tranquility in the Far East, we hope that we may calculate on your Majesty to second us in the efforts we are making for the development of the great natural resources of China, and the introduction of reforms in the government of the country.

6. We hope also to be able in time to requite any acts of consideration for the difficulties of our position which may be shown us by the foreign Powers.

7. We would respectfully solicit the aid of your Majesty in bringing the Treaty Powers to consent to the reduction of the proposed indemnity to the lowest possible amount, and to the adoption of a plan by which its payment would be facilitated by the instalments being spread over a considerable number of years.

8. By this means China would be relieved from the necessity of having recourse to a foreign loan, and of incurring any interest thereon, and better able to give effect to the measures of reform which, with a view to placing our foreign relations on a sounder footing and to developing our natural resources for the benefit of humanity at large, it has been decided to introduce.

9. Our ardent desire is that your Majesty may be graciously pleased to grant our request.

10. Given at our Court at Hsi-Ngan this 25th day of the 12th moon of the 26th year of Kwang Su (corresponding to the 13th February, 1901).

We may analyse the ten paragraphs of this letter as follows:—

Nos. 1, 2 and 3 are introductory.

No. 4 gives reasons accounting for the economic condition of China and the probable effect of insisting upon the immediate payment of the whole of the indemnity.

No. 5 bespeaks the good offices of the British Sovereign, and No. 6 promises gratitude for such aid.

No. 7 indicates the mode in which help is required.

No. 8 forecasts the benefits likely to accrue from such assistance.

No. 9 repeats the request contained in No. 7, and

No. 10 contains the formal ending.

Viewing these paragraphs collectively we notice that we can dispense with Nos. 1, 2, 3, 9, and 10. No. 4, which contains the reasons for the request contained in No. 7, and No. 8, which anticipates the good results likely to ensue if the request in No. 7 is conceded, are more important, as they are intended to influence the recipient, but still they do not constitute the pith of the letter: nor does No. 6 with its promise of thanks and gratitude. We have remaining No. 5 and No. 7, which form the core of the document; No. 7, however, containing the main idea in its most explicit form. Gathering these items together we may index as follows:—

INDEX.

No. of Letter.	Date.	Name.	Subject.
102	13th Feb. 1901 Telegram	Emperor of China to The King of Great Britain	Asking for a reduction of the indemnity and the adoption of a plan for payment by annual instalments.

ILLUSTRATION 3.

(N.B.—*The student should work this paper in* 2 *hours.*)

PITCAIRN ISLAND.

CORRESPONDENCE RELATING TO THE CONDITION OF THE PITCAIRN ISLANDERS.

No. 1.

Admiralty to Colonial Office. (*Received June* 17, 1898.)

(Extract.) *Admiralty, June* 14, 1898.

I am commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State,

copy of a report on Pitcairn Island, by the Commanding Officer of H.M.S. "Comus," dated 23rd November last, together with a copy of the remarks made by the Commander-in-Chief in forwarding the report.

A copy of the report by Captain Proby Doughty in 1884, referred to by the Commander-in-Chief in his remarks, is also forwarded for the sake of reference.

Enclosure 1 in No. 1.

PITCAIRN ISLAND.

"Imperieuse," at Sea,
Lat. 14° 1′ N., Long. 98° 15′ W.,
April 25, 1898.

It is a difficult question to decide what should be done for the welfare of this community, in regard to whom we have assumed a sort of moral responsibility.

There is no doubt that they are deteriorating through the effects of inter-marriage and over population.

A present of some live stock, bullocks, goats, pigs, also clothes and gardening tools, would meet present wants, but it is a question whether it would not be wiser, now these people have left their primitive ways and vice and crime are amongst them, to appoint a Governor of some sort in supreme command of the Island.

I wish to refer their Lordships to a copy of a report by Captain Proby Doughty (forwarded herewith), which, though made years ago, seems to bear on the matter.

It seems to be the absence of discipline and incentive to work that is chiefly the cause of this lack of moral fibre.

Any who wish to leave the Island should be encouraged to do so. Even if they return, they will bring new ideas.

I have, etc.,

H. BURY PALLISER, Rear-Admiral,
Commander-in-Chief.

The Secretary to the Admiralty.

REPORT ON PITCAIRN ISLAND.

H.M.S. "Comus," at Sea,
Lat. 39° 44′ S., Long. 100° 31′ W.,
Sir, *November* 23, 1897.

I have the honour to report that the population of Pitcairn Island is now 149, having increased from 136 in 1894. During the last 18 months there have been seven births, one death from natural causes, and two murders. Robert Buffett is the oldest inhabitant, being 76 years of age. He is the son of the man who in 1823 volunteered to remain on the Island to help teach, etc.

The people all seem happy and contented with their lot, poor as it is.

Meat, except chicken, which is not much cared for, is unknown. All the bullocks were unwisely killed years ago. Sheep will not thrive at all. The Island is overrun with chickens, which have become almost wild. There is no liquor in the Island, and smoking is unknown. Tea, coffee, etc., also, they never have, using water only. A new governing body of seven is elected on 1st of January of each year, women and men all voting alike. The seven selected nominate one of their own number to be chairman. The organ taken to the Island in H.M.S. "Opal" in 1879, as a present from Her Majesty Queen Victoria, is now nearly worn out, owing to the damp climate. The boat taken by H.M.S. "Hyacinth" is in good order, and a few materials were supplied for its repair.

2. The question whether the constant inter-marrying that has taken place in 107 years is physically degenerating the younger members, is a very interesting one. However, one curious trait is very noticeable in them, viz.:—the loss of the front teeth. To be correct, the teeth are not lost, but broken off. Some attribute this defect to the food eaten by the inhabitants, such as bananas, yams, etc., but this is not noticed amongst the negro races in various parts of the world, or even in the Tahitian natives close at hand, who live on the same sort of food. Again, an American missionary and his wife, who have been on the Island since June, 1896, superintending the school, both assured me that the want of intellect among the young was simply appalling, and they had no hesitation in putting it down to this inter-marrying. In fact, they had given up all hope of improvement, and intended leaving by the first opportunity.

3. The men are strong and active, the women the same, and both well developed. Yet one could not help noticing a want of some-

thing, although they are certainly, especially the men, very keen in making a good bargain for the Island goods.

4. Their great wants are clothes of every sort, few, if any, having boots or stockings. Also nails, iron, hammers, paint, etc., to repair the boats on which the whole intercourse they have with the outer world depends,—it being impossible to land in one's own boats.

The Island goods are exchanged with passing ships, but the "Comus" was the first man-of-war that had visited Pitcairn since January, 1896, so their clothes had run to a very low ebb. Sailing ships, as a rule, can spare very little, and months often pass without a ship calling at the Island. As to literature, they have little or none; in fact, they refused what was offered them. They do absolutely nothing all day. As regards clothes, their stock had run so low that I gave them 105 yards of flannel, for the use of the women, as a present from Her Majesty's Government, which I feel sure will be approved of. I enclose a list of the various articles with which I supplied them. Gardening tools are also required. The missionary schooner that used to visit the Island has been sold, so that they are worse off than ever now.

5. I was told that the morals of the community are not what they should be, and that lately several illegitimate children had been born.

6. In conclusion, I have no hesitation in saying that soon the question will have to be faced—are they to continue as they are?—viz.: marrying among themselves and increasing. The slender resources they have will not stand a much greater population, and among the young men a desire is evinced to leave the Island.

I have, etc.,

HENRY H. DYKE,
Captain.

The Secretary to the Admiralty,
London, S.W.

List of Articles supplied.

Oars (ash), 16 feet	12 in number.
Iron flats, 2 in. by $\frac{1}{4}$ in.	20 lbs.
Iron flats, $2\frac{1}{2}$ in. by $\frac{3}{8}$ in.	24 lbs.
Junk, 3 in.	1 cwt.
Trusses (medical)	1 in number.
Flannel	105 yards (1 bale).
Soap	100 lbs.

HENRY H. DYKE,
Captain.

Enclosure 2 in No. 1.

REPORT ON PITCAIRN ISLAND.

H.M.S. "Constance" at Sea,

Lat. 0° 46′ S., Long. 136° 54′ W.,

Sir, *March* 31, 1884.

As stated in my letter of proceedings of 14th April, 1884, I arrived off Pitcairn's Island, in H.M.S. "Constance," on the morning of the 18th of March. Shortly after "heaving to" I was boarded by Benjamin Young, Chief Magistrate for the current year, James R. McCoy, Chief Magistrate for 1883, Thursday October Christian, Chief Magistrate for 1882, and several others. It appeared they had not seen the ship till she rounded Adam's Rock into Bounty Bay. When steam was ready, furled sails, and anchored in 17½ fathoms—sand.

2. After some general conversation with Young and McCoy, I landed in the galley, taking McCoy with me; the rest followed shortly after in their whale boats.

3. From the landing there is a narrow, steep, foot-worn path up the irregular cliffs of rock and earth, amid bushes and ferns, to the higher ground above, on which the cottages are built. The cottages, 17 in number, are scattered about; in some places two or three may stand near each other. Most have outhouses for cooking and storing wood, agricultural implements, etc. The church and schoolroom is a long wood style and rafter-thatched building, seating for 90 people being partitioned off at east end for the church, with a Communion rail dividing off the "minister" and harmonium from the congregation. The school portion of the building has seating sufficient for the entire present community—104, of all ages and both sexes. This building has five doors—three at side facing the sea, two on north side. There is a door through from schoolroom to church.

4. The place of "minister" is filled by Simon Young, who, as far as he is able, takes the place of the Rev. G. Nobbs, now at Norfolk Island. Young seems a simple-minded, honest-intentioned, inoffensive man, well up in years, quiet in manner, evidently respected. He officiates as a "clerk," administers the Sacrament, marries, christens, and buries as needs require. He and his eldest daughter, a single woman of 32—Rosaline Young—conduct and manage the school "gratis." She seems capable in the matter of control, has a

pleasant face and a very happy manner, and yet a quiet self possession that made me remark her. She came on board the next day with nearly the whole community, and seemed as pleasantly at ease with her friends forward as aft. Being asked to play the harmonium she soon attracted a good many, with a fiddle or two to assist her. She has a quiet, kindly dignity, which drew and elicited the sympathies of her audience, who joined in with their voices. I have rather mentioned her in particular, as I shall James R. McCoy, because they seemed to me two distinctive and superior characters in the community. Her mother was just married when I was here in the "Portland," and is now a remarkable, young-looking, active, quick-witted woman of 55, and wife of Simon Young, the minister. She went through, on her finger ends, all the officers and midshipmen of the "Portland," "Daphne," "Dido," and "Amphitrite" who visited the Island about that time. James Russel McCoy has much more of the Englishman in his features, colour, manner, and tone of thought than any of the other men now on this island of the original stock. It was under his administration that the school and church were built. He is business like, and, I hear, made them work, setting example himself, but they don't like it. In talking with him, he said: "I cannot persuade them it is not sufficient that we should be content to only just do as much work as will keep our cottages together, and produce sufficiency of food." He has been to England—the captain of a merchant ship that had called several times at last persuaded him to accompany him. He appears to have been very pleasantly taken notice of by several people in good social position while there, and to have been very favourably impressed. The uncertainty and cold of our climate in no way having sealed up his power of taking notice and appreciating the vastness of London, and the intense business of everybody, whether at Liverpool—where he had spent the most of his time with the friend that took him home—or in London, he seems to have been much impressed with our enormous capacity for work. He spoke very sensibly of their own position—"that it was folly to expect that the English Government could be expected to support them, or again go to the expense of transporting them should their Island be again overstocked." He seems to think it was great folly—his own word was ingratitude—returning to Pitcairn after all the expense the Crown had been put to in clearing out Norfolk Island, leaving them the buildings, roads, and 50 acres of land apiece. He said: "I was young and simple; came back here with my parents."

5. They seem to have returned in small batches, extending over the years 1859 to 1864, and I was further told that, had the first batch which landed been but a few hours later in landing, they would have found the French flag flying. The Captain of a French ship of war that arrived the day following their landing appears to have told them this, expressing surprise at finding the Island re-occupied.

6. While McCoy was in England, the "Acadia," of Liverpool, was wrecked on Ducie Island, a coral reef 190 miles to the eastward of Pitcairn, the crew from which landed at Pitcairn June, 1881. By passing vessels this crew were sent away, except two men—Albert J. Nolk, who married Mary Ann Young, and Philip Coffin, who married Mary Florence Warren, and allowed to remain on the Island.

7. Albert Knight, boat-builder and carpenter by trade, also of the "Acadia," got engaged to Maria Jane Young, and their banns were published in the church. The islanders now professed to be alarmed at the inroad of strangers, but for the present Knight did not leave. The matter was to be referred to the first (so they tell me) Queen's officer calling. This appears to have been Commander B. F. Clark, in the "Sappho," who drew up a rule to meet the case (see No. 12). Knight thought this very hard; however, he left in the "Sappho," and I learn is now in good business in Honolulu. McCoy had been written to, and came out first opportunity, of which it appears there are many from Liverpool and San Francisco —from 16 to 24 ships calling at Pitcairn during the year. He appears to have expressed his views very plainly about the matter —viz., that they behaved weakly and foolishly in permitting these two men to remain on the Island. They brought not a penny to the Island, but lived upon their wives' share of the family property. They knew no trade, and therefore were useless. Again, in driving Knight away they had done a real injustice to Maria, since she had as much right to remain as the other two; and again, the whole community had suffered by the last act—that, whereas Volk and Coffin were useless interlopers, Knight was a useful tradesman, had repaired their boats, had half built a weaving loom, an art it would have been good for their women to learn instead of idling their time, and might have been a real use to the community. McCoy seemed to think it would have been better had the rule been made "conditional" by Commander Clarke, instead of "absolute," and I was half inclined to think so at first, but seeing the weakness of

the men, and how impossible in a small community it would be, with women crying and appealing to them (female suffrage exists here), to say "no" if they were permitted a discretion, I thought it best as it was, and did not modify it, though asked by McCoy and the present Chief Magistrate, pointing out to them that the rule strengthened their hands against appeals, but that they might be slow to put it in force if they came across a really useful man. Again, it would be of real value in deterring the overgrowth of the community, and minimise the evil of continual subdivision of property. I advised that for the present they should forbid marriage with strangers, except under a binding condition that the man took his wife away to a home elsewhere, or brought some equivalent in property or skill as an artificer to balance his wife's portion.

8. Pitcairn is not such an unvisited, isolated island as it was. Several ships have been lost lately on Ducie, Elizabeth, and Oeno Islands. Their crews have made for Pitcairn in the first instance, and stayed longer or shorter periods. The "Cornwallis" was wrecked on Pitcairn in 1875, and the crew were on the island some weeks before getting away; the crew of the "Candish," lost at "Enoe" latter end of same year, were 52 days before they all got away from Pitcairn; the "Allen Gowie" (? crew), wrecked on Elizabeth in 1877, were on their way for Pitcairn when they were picked up by a passing vessel; and the crew of the "Acadia," wrecked in May, 1881, on Ducie, as before stated, came here. The average of calls here of late years would appear to be about one ship in three weeks. Formerly the whalers resorted here, but they tell me they are seldom seen or heard of now. Of the two men Volk and Coffin, seamen of the "Acadia," Volk appears, and is reported of, as a quiet, inoffensive young man, and he looks it. Coffin is a native of Nantucket, Massachusetts, United States, and looks over 45; Mary Jane Warren, his wife, is 16. Her mother married Samuel Warren, a native of New Providence, Rhode Isle, when they were at Norfolk Island. They came to Pitcairn, and he died 13th November, 1877, aged 38. The widow has three male and six female children living with her. Coffin tells me he hopes to spend the rest of his life at Pitcairn. I do not think he is by any means a desirable character. His presence there is a mistake. He, with his wife, should be sent off to Gambia, or one of the other islands, but he won't go if he can avoid it; the girl has her share of the family property—and that she by custom takes when married.

Will grow there enough to live on; if he goes elsewhere he will have to work; but he is likely to cause trouble at Pitcairn.

9. There appear to be 104 souls on the island, of which 49 are male, and 55 female. They have registered, since returning from Norfolk Isle, 12 marriages and 17 deaths; among the latter, 6th November, Elizabeth, wife of William Young, and daughter of John Mills, of H.M.S. "Bounty," aged 93. She is said to have been the second person born on the Island after the landing of the Mutineers.

10. In speaking of this people, I feel that great injustice may be done by drawing comparisons between the impressions retained of a visit made during the impressible days of youth, and the cooler judgment of to-day. Again, one is very liable to be unfavourably impressed by the ill-made slop clothing and dirty finery clothes sent them by well meaning friends at home. When I had last seen them, some were wearing blue skirts and white jackets, others the graceful white tappa dress of Otahaita, and for their heads a wreath of "red everlastings"; now we see pork-pie hats, tawdry ribbons, and brass, glass, and steel ornaments. These are but outward signs, and I suppose it would be as impossible for these people to go back to the graceful dress of "Oberea" and "Pomare" as for ourselves to go back to the dress of the past. But they do appear to me, also, to have lost much of the activity of the past—their houses do not seem so clean, the gardens are now ill-kept—nothing looks trim or in order, the pleasant little open spaces and tidy kept places have disappeared, and their mountain paths, as far as I saw, even those about the settlement and between the cottages, are not in a creditable state. In short, the gardens, settlement and paths all look much neglected, and I feel convinced I am doing them no injustice when I say they do not keep their island in the order or turn its great capabilities to the advantage their parents and grandparents did. Mr. Nobbs was an Englishman, and, what is more, a seaman, and one of very varied experience, having been an officer both in the Royal Navy and under Lord Cochrane, in Chili. Such training taught him what could be done—what ought to be done—and how to set people to work to do it. What these people want is an Englishman in love with their cause over them. One of their own people has not the independence for exercising sufficient authority over them. I took it upon myself to tell the Chief Magistrate and McCoy that they must remember they claim English descent, they fly the English flag, and speak the English tongue (though I

hear a native language is being taught them in their school at Norfolk Island, to supersede English: if so they will probably descend to the level of its civilisation and ideas—this may in part account for the retrograde movement among those who have returned to this island); that they must not be content to let nature take its course and themselves be idle—that they must show themselves worthy of that descent, and put their settlement in order. Even John Adams's grave is so ill-kept that, were it not for the headstone, I should not have observed it among the bushes.

11. The schooling is done "gratis," which is another mistake. Mr. Nobbs made them pay 1s. a month; they were obliged to work to meet the fines and obligations imposed by him upon them.

12. The enclosed list of rules, copied from their register book, are a very rudimentary code, and, oddly enough, nothing definite as to fine or punishments.

13. Whether the people are really contented and happy would require some little stay among them to determine—apparently they are happy in a quiet sort of way, but they have not the light-hearted joyousness of the past—the women did not run out of their houses to welcome us, or the children run about with excitement and offer flowers and fruit—the tone of reception was staid and commonplace. The majority of females over males has doubtless a depressing effect, and must, in spite of all other of Nature's blessings, tinge the temperament with sadness. Numerically there are only six more females than males; but the numbers on the male side are made up by children, who can never grow up to be husbands to the 15 or more marriageable single women. With education and knowledge will come a sense of the unsatisfactoriness of an ideal Arcadian life—human nature must deteriorate when there is no stimulus for work—savages always deteriorate when they give up fighting—civilised races have, fortunately, stimulus for exertion suited to peaceable times, and so advance; these people are civilised, but have no stimulus for exertion, no ambition, and the impression made on me is that they have gone back in the scale of human training, rather than forward. In the days of their ignorance and simplicity, tappa dresses and red wreaths, they were proud of themselves, and worked to show themselves, their houses and their island off to the best advantages: now they know themselves to be, as the Americans express it, "behind time" hopelessly, and are contented to drift on.

14. I have no reason for supposing they have departed from the

laws of that adhesion to propriety with which they have ever been accredited.

15. What they require to save them from sinking into self-neglect and sloth is some one who will enforce order—tidiness, repair of public roads, etc. In short, turn the rock into a coastguard station, with a chief boatman-in-charge: it would be a far pleasanter command than Ascension: giving him very general and open orders for several years, till the people were accustomed to work, and saw the beauty that results from labour and order—with the captain of a Queen's ship their "highest appeal," as it is now in fact. See "Power of the Magistrate."

16. There are many details, had time permitted, I would have gone into, especially about their "woman suffrage" and voting, which does not appear to have given satisfaction, also their property boundaries and family divisions of property wants looking into, and several other laws, customs, etc., that would require time to investigate their origin, or the necessity that called them into existence, before expressing an opinion as to their worth or the injustice that might arise by altering them.

17. The average school-attendance appears to be 32 children of both sexes. The schooling is simple and elementary, including sewing, but I am not inclined to think the people are much given to reading. They have a little public library. I remarked that the books looked in uncommon good order, suggesting that they were not much used or lent out, but old Simon Young said, "They always take great care of them, and returned them when done with."

18. Cattle they have none; they appear to have about 25 sheep, 60 pigs, and 200 goats, many fowls. They are never short of water. The cement which I conveyed, sent them by the Admiralty, will be of much use in making their reservoirs watertight, and for lining small wells at high elevations. They are not an ingenious people; though they have no forge, they have every requisite for making one. McCoy has attempted this, and also, since his return from England, has led water down in a wood trough from the hills to the settlement. Their carpentering is of the rudest and only most necessary kind; there is no sense of pleasure in using a portion of their endless leisure in carving, ornamenting, or making what necessity does not compel. McCoy sees and laments this, and makes sticks of various woods for sale and presents; and Rose Young has made and ornamented with work a lot of baskets of palm fibre, in the hope of sending them to Mr. Drew, I understood (a

clergyman at Blackheath, or somewhere about there). She says she has been told they will sell and be regarded for their sake—(the Bounty Pitcairn sentiment).

19. Had there been any genius or proper ambition among them, they would have understood enough from Albert Knight and the work he left behind him to have completed the hand loom in some sort of workable form, and the women should have been started spinning yarn for its work, or preparing the cotton and thread they have to experimentalise with, but nothing is done or will be as far as I can make out unless Knight return to complete what he has commenced. No, as I have often stated, I believe the only hope of staying the downfall of these Islanders in their home would be to put them under an English Governor of some sort or other, and none by training would be better fitted than a man-of-war's man—an officer or warrant officer—one without home ties other than an able wife, prepared and willing to make this really pleasant island their home—and its advancement, his line of duty and obligation—and there are lots such.

I have, etc.,

F. Proby Doughty, *Captain.*

Rear-Admiral Lyons,
Commander-in-Chief, Pacific.

Copy of a Copy.

Proby Doughty,
Captain.
19th March, 1884.

Laws and Regulations of Pitcairn Island.

Form of Oath.

I solemnly swear, in the presence of Almighty God, that I will execute the Office of Magistrate and Chief Ruler of Pitcairn Island, in subordination to Her Majesty the Queen of Great Britain, as her representative, and that I will perform the duties of my office zealously, fearlessly, and without partiality to the utmost of my ability.—By the help of Almighty God.

Power of the Magistrate.

The Magistrate is to preside on all public occasions, and if any case should be brought to his notice he is to hear both sides of the

question and to decide and pass judgment accordingly, and should his judgment be objected against he is to call his councillors to his assistance, and should their decision be objected to he is to call a jury of heads of families to whose decision the parties are to abide until the arrival of the first British ship-of-war, to whose commander the case must be submitted, and from whose decision there is no appeal. Also the authority of enacting laws are invested into his hands, and to see all laws properly supported, and all fines duly executed, and to summon others to assist him in enforcing his authority. Also he can punish in trivial matters of all description, when done or tend to evil, at his will

In regard to votes—

Suffrage.

Male and female at the age of twenty-one (21) and upwards.

No one should be elected as Chief Magistrate under the age of thirty (30).

No one should be elected as First Councillor under the age of twenty-five (25).

The Chief Magistrate is to choose a Second Councillor and Churchwarden.

Laws and Regulations.

1st. No one is allowed to call on the Magistrate without a good evidence or satisfactory proof against an opposing party or parties without laying himself open to whatever fine the Magistrate or jury might lay upon him for lost time.

2nd. Any two persons convicted of the crime of fornication are amenable to such a fine as may be laid upon them, and should the crime be committed to such an extent as to produce offspring the father is to support the child as long as it lives; one half of the fine goes to the informant, should there be one.

3rd. Anyone being detected of using profane language must be submitted to such a fine as the magistrate (or authority) thinks fit to impose, one half of the fine goes to the informant.

4th. Any person or persons being found guilty of using obscene language must be submitted to such a fine as the authorities may think fit to impose; one half the fine goes to the informant.

5th. Any person in a quarrel or passion striking his opponent with the fist or any other weapon must submit himself to whatever fine the authorities think fit to impose, and should the blow be

returned (save in the case of self defence) they are to be submitted to the same fine.

6th. Any person insulting the Magistrate must be punished.

7th. No person or persons are to call in question any preceding case which has passed the investigation of the Magistrate and his councillors to prevent the cause of justice. Anyone so offending is amenable to such a penalty as the authority might impose.

* * * * * *

10th. Whoever is convicted of stealing is to be fined and the stolen property made good; one half of the fine goes to the informant.

11th. No person or persons are to bring cocoanut or cocoanuts from T'otherside or any part of the Island without their being accompanied by one of the authorities or churchwardens.

12th. Any person raising false report against his neighbour for the sake of jealousy or revenge, or anything by which he would be injured, must be punished.

13th. Should any dog go out by himself or stray away from his master be found chasing sheep in any part of the Island where they are kept, must be killed for the first offence.

14th. Should any dog be seen chasing goats or going by himself inside of the boundary line given for goats, may be killed on the spot, and should the dog chasing goats escape must yet be killed for the first offence.

15th. In respect to fowls: Should any dog be found killing fowls or eating eggs, is to be killed for the first offence.

16th. No person or persons are to kill any cat unless doing him damage. If anyone be found so doing, shall be punished by having his dog taken from him and be killed; and should the person have no dog, he shall be punished by the Magistrate. Should a dog go out with his master and fall in with a cat and chase him, and the owner of the dog make all effort to save the cat, this will save his dog, though the cat die afterwards; but should no effort be made to save the cat, the dog must be confined for the first offence and be killed for the second.

17th. If a man's fowl should do his neighbour damage, he must take them away. The owner of the plantation must once speak to him, but if he still refuse, the owner of the said plantation is at liberty to shoot and claim it as his own property.

18th. No person or persons are allowed to pay gratis without

laying themselves open to such a fine as the authorities may think fit to impose.

19th. Reports from children under the age of 14 will be noticed.

20th. No one is allowed to take cat-fish (except for bait) from Lookout to John Adams' fishing place. Should anyone be found so doing he shall be punished.

21st. No hogs are allowed to run loose only in case of sickness.

22nd. Each family are allowed to keep four breeding goats at Tahowtamma—this has been agreed to in Court on the 16th day of October, 1882.

23rd. If the goatherd fails to drive the goats morning and evening, must pay a fine of four shillings (4s.); but if he fail once, must pay two shillings (2s.).

(These Rules not signed.)

The following Order was pasted in :—

12th. That from henceforth (July 2nd, 1882) no more strangers are allowed to settle on the Island.

The above Law was agreed to in my presence by all the heads of families assembled by Thursday October Christian, Chief Magistrate, in consequence of a dispute which was referred to me for decision.

BOUVERIE F. CLARK,
Commander H.M.S. "Sappho."

July 2nd, 1882.

No. 2.

Mr. Chamberlain to High Commissioner Sir G. T. M. O'Brien.

Sir, *Downing Street, July* 9, 1898.

I have the honour to transmit to you, for your information, copy of a report* on Pitcairn Island by the Commander of H.M.S. "Comus," dated the 23rd of November last, together with a copy of the remarks made by the Commander-in-Chief on the Australian station, in forwarding it to the Lords Commissioners of the Admiralty.

I shall be glad to be favoured with any observations you may have to offer on Captain Dyke's report.

I have, etc.,
J. CHAMBERLAIN.

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* Enclosure 1 in No 1.

No. 3.

High Commissioner Sir G. T. M. O'Brien to Mr. Chamberlain.

(Received November 30, 1898.)

Office of the High Commissioner
for the Western Pacific,
Suva, Fiji, October 25, 1898.

Sir,

Referring to your despatch of 9th July last,* I have the honour to inform you that I took advantage of Mr. Hunter's recent visit to Pitcairn Island, in the capacity of Judicial Commissioner, to ask him to report generally on the condition of the islanders, and to suggest any measures that might appear feasible to him with a view to their improvement; and I now enclose a copy of a report which I have received from him on the subject, and of a further paper in which he answers some questions that I asked him regarding one of the recommendations made by him.

2. It will be seen from his report that he is of opinion that, if the *status quo* be allowed to continue, the islanders will gradually drift into imbecility, and he suggests that they should either be brought to Fiji, or afforded opportunities for visiting Tahiti. As regards the former alternative, I have consulted my Executive Council, and they are unanimously of the opinion, in which I fully concur, that it is not desirable to import the Pitcairn Islanders or any of them into this Colony. The habits and intellectual grade of the islanders are not such as to make it at all likely that they would be able to earn their living here; the climate of Fiji is not one in which white men can work for any length of time at agricultural pursuits, or permanently reside; and the upshot of the importation, if it were attempted, would be prejudicial to the islanders, and would ultimately result in their becoming a burden on the Colony. On the feasibility of the other alternative suggested by Mr. Hunter, that they should be provided with means of visiting Tahiti, I am not in a position to express any opinion; but I may mention that it has occurred to me, in reading the history of the case, that the best solution of the difficulty might, possibly, be found in deporting them to Norfolk Island.

I have, etc.,
G. T. M. O'BRIEN.

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* No. 2.

Enclosure 1 in No. 3.

(Extract.) PITCAIRN.

For the purpose of this report, it is needless to trace the history of the Pitcairn Islanders further back than the year 1859.

On the 17th of January of that year, the first of the discontented few who left Norfolk Island returned to Pitcairn. This party consisted of two women, two men, and twelve children.

A second party of four men, six women, and seventeen children, returned on the 2nd February, 1864; thus, the total number of the population at that date was, approximately, forty-three souls, viz.: six men, eight women, and twenty-nine children. They consisted of—

22 Youngs.
11 Christians.
6 McCoys.
2 Warrens.
2 Buffets.

Thirty-four years after, in August, 1898, the population numbered one hundred and forty-two souls, viz., thirty-five men, fifty-one women, and fifty-six children—thirty-six males and twenty females —consisting of—

51 Christians.
47 Youngs.
20 Warrens.
11 Coffins.
6 McCoys.
2 Butlers.
1 Buffet.
4 Smiths.

From these the Smith family may be eliminated, as they only came to the Island about the end of last year, and intend leaving by the first opportunity.

The population has trebled itself in 34 years, and this in spite of the epidemic that thinned their numbers in 1893.

There has been no fresh blood introduced into the community, with the exception of one or two sailors from ship-wrecked crews who were allowed to remain on the Island.

They have left the English Church, and joined the Seventh Day

Adventists, and although they have a schoolroom where the attendance of children is enforced, the little ones speak a jargon of their own that is hard to understand.

The men appear strong and of good physique, though inclined to stoop; the women are robust and active, but greatly disfigured by the loss of their front teeth. This is noticeable among some of the younger ones, who otherwise might be termed comely. I drew the attention of Staff Surgeon Beatty, of the "Royalist," to this; he attributed the loss of the teeth to "degeneration" or "physical devolution."

The children are bright, merry little things, the only redeeming feature in the place, whereas the adults, with the exception of one or two of the older ones, have a tired, weary, hungry look, very different to what I expected to see, from accounts that I had previously read of this unique Island and its people.

They begin and end their day with prayer; they neither drink nor smoke; and they appear to be almost vegetarians. If they are questioned, the questions must be put in plain, simple language, or they do not understand.

The manner in which the men handle their lifeboat in a heavy sea, and the way they force her through the surf at the landing place, shows that they are not wanting in physical strength and pluck.

Lax in morals, weak in intellect, they are fast degenerating; and unless something is speedily done to alter their condition, they will probably drift into hopeless imbecility.

Thursday October Christian, a bright and cheery old man, with a wonderful memory, who was born in 1819, and is a grandson of the original Fletcher Christian, of "Bounty" fame, said that he thought the Island could support a schooner if it was supplied to them. Arrowroot, oranges, lime juice, and coffee were the articles of export that he mentioned. But I fear the time has passed for any such venture.

Although so closely connected with each other by inter-marriage, they appear to be losing their old spirit of cohesion, and I noticed with regret some ill-feeling existing between the two principal families, the Christians and the Youngs. This I did my best to allay during my short visit.

McCoy, the president of the governing body, told me that things were not as they used to be, and complained bitterly of his waning power over the people. He also mentioned the large number of illegitimate births on the Island.

The suggestion made by Captain Proby Doughty, in 1884, to send an ex-naval officer, or warrant officer, to take charge, might have been of some benefit to these people 14 years ago, but now I fear it would be a hopeless, heart-breaking task. In my opinion, the only way to save them is to remove them to some other place, and I venture to suggest that, if they were given a block of land in Fiji, they would ere long become useful settlers, while the younger people could go out to service, and supply a want much felt in this Colony. Their wants are few, they are accustomed to grow their own supplies, and as fruit producers they might do well.

If this is not feasible, steps should be taken to place them in constant and regular communication with Tahiti, so that the younger members of the community would have an opportunity of leaving the Island. Some of the younger men expressed a wish to go and see something of the outside world.

If allowed to continue drifting as they are, they will, as I have already said, probably end in hopeless imbecility.

Suva, Fiji, October 12, 1898. HAMILTON HUNTER.

Enclosure 2 in No. 3.

PITCAIRN.

With regard to existing communication between Tahiti and Pitcairn Island, there is none. But there are schooners trading to "Mangasevu," in the Paumotu Group, that would probably go on to Pitcairn regularly if paid for it.

Mr. Brander, of Tahiti, who has interests in Easter Island, sends a schooner there once or twice a year, and he, no doubt, would call at Pitcairn if required.

My idea for suggesting regular and constant communication, in the event of its being impossible to remove the inhabitants *en masse*, was to give the younger ones an opportunity of leaving the Island if they wished to do so; but, owing to their communal way of living, I fear that the elders would throw difficulties in the way of the younger ones leaving.

With regard to settlement in Tahiti, if the Islanders went over as labourers they would be welcome, and would have no difficulty in obtaining employment, but I have doubts whether they would be

welcomed as settlers; on this point it might be advisable to communicate with the British Consul at Tahiti.

HAMILTON HUNTER.

Suva, October 19, 1898.

No. 4.

Admiralty to Colonial Office.—(*Received December* 5, 1898.)

Sir, *Admiralty, 2nd December*, 1898.

I am commanded by the Lords Commissioners of the Admiralty to transmit, for the information of Mr. Secretary Chamberlain, copy of a Report on Pitcairn Island by the Commanding Officer of H.M.S. "Royalist," dated 5th October.

I am, etc.,

EVAN MACGREGOR.

Enclosure in No. 4.

REPORT ON PITCAIRN ISLAND.

H.M.S. "Royalist," at Suva, Fiji,

Sir, *5th October*, 1898.

I have the honour to submit the following remarks on Pitcairn Island for your information:—

On opening the High Commissioner's Court, held on the Island, the Judicial Commissioner read the proclamation issued by the Secretary of State for the Colonies, placing Pitcairn Island under the jurisdiction of the High Commissioner of the Western Pacific, and ordered the same to be posted up, and shown to the captain of any British man-of-war calling in the future.

2. On approach the Island presents a much more barren aspect than one was led to expect from former descriptions. This I ascertained to be due to the gradual disappearance of trees which formerly grew all over the Island, and, consequent on their disappearance, the soil on the steep slopes has been washed away. There is still, however, a large area of deep and exceedingly fertile soil left in the valleys and on the hills in the interior.

3. The loss of the trees in question seems to have affected the climate, as the people now complain a good deal of droughts, in fact the yam and sweet potato crops were very backward at the time we were there, owing to this cause.

4. The oranges that we obtained were as fine as any I have seen in any other part of the world, but the breadfruit trees were affected by some blight or disease, and had ceased to bear fruit. Yams and sweet potatoes grew well, but the former crop was subject entirely to the absence of droughts, and the chance of its failure was a source of considerable anxiety to the people, who depend largely on it for their food supply.

5. Arrowroot is made on the Island, and the output could be considerably increased were proper arrangements made for carrying it to a market. I was informed that any quantity would be accepted at Tahiti.

6. Coffee seems to grow freely, but is not cultivated for the market, in fact, as there is no regular communication the people do not seem to think of any regular system of manufacturing produce, but just lay by a little in case of a chance of disposing of it, and in consequence, I understand, lose a good deal of their labour through deterioration.

7. The population is now 141, composed as follows :—

	Males.	Females.
Adults	34	51
Children	36	20
Total	70	71

8. In bodily appearance the people look healthy and vigorous, but the same cannot be claimed for them mentally. In the latter respect they show a distinct deficiency, which was noted by every-one on board, and could not be mistaken for the simplicity due only to want of communication with the outside world.

9. The moral sense of the people seems to be weak, and some of the things we heard would tend to show that a very serious state of affairs existed in that respect.

10. There appears to be a distinct reason for their condition when it is remembered that the present population of 141 is derived, with one exception, from the 42 people, *i.e.*, 14 adults and 28 children, that returned from Norfolk Island between 1859 and 1864, consisting of four families only, and they already closely related. It was the opinion of all on board, and of the most intelligent of the islanders

themselves, that this state of affairs should not be allowed to continue if means can be found to remedy it.

11. From all that I have gathered on the subject, I consider that if regular communication were established it would be a boon to the islanders, and would go a long way towards correcting the unsatisfactory state of affairs that undoubtedly exists at present.

12. I submit this could be accomplished by establishing communication with Manga Reva Island, in the Paumoto Group, which is already in communication with Tahiti.

13. By this means the people of Pitcairn would be able to get to and fro as they wished, and also would be enabled to dispose of such produce as they can raise and manufacture on the Island. Such produce, I understand, would in course of time be sufficient to enable them to pay a tax, at any rate in kind, to cover the expense of establishing this communication, and the young people would be induced to go abroad to seek employment. The principal cause preventing their going now is the uncertainty of being able to return, and the absence of regular posts.

14. There should be no difficulty in obtaining a contract at Tahiti to establish this service, say three times a year, as schooners already trade to Manga Reva, a distance of only 300 miles from Pitcairn.

15. This scheme is only put forward as an alternative to removing them altogether, which would no doubt be the better plan, especially as, judging from the increasing reports of droughts and the deforestation of the Island, their removal will become an absolute necessity at no very distant date.

16. I had a good many applications for passage to Tahiti, but did not take any one, as I could not tell how my bringing people to that place would be regarded by the French authorities. I informed the Governor of Tahiti of the facts, and he said "they were anxious to get people to come and settle in Tahiti, and that there was employment waiting for any number."

I have, etc.,

ARTHUR W. TORLESSE, *Commander.*

Rear-Admiral Hugo Lewis Pearson, R.N.,
Commander-in-Chief H.M. Ships and Vessels,
Australia,

No. 5.

Mr. Chamberlain to High Commissioner Sir G. T. M. O'Brien.

Sir, *Downing Street, January* 12, 1899.

I have the honour to acknowledge the receipt of your despatch of the 25th October, 1898,* enclosing copy of a report by Mr. Hamilton Hunter on the condition of the inhabitants of Pitcairn Island.

2. To deport the inhabitants to Norfolk Island, as you suggest, would, I am afraid, be impossible. Apart from the fact that the Pitcairn Islanders have expressed no wish for their removal, the present state of Norfolk Island would not warrant such a measure.

3. In these circumstances, I shall be glad if you will endeavour to ascertain the possibilities of opening up communication with Tahiti. On this point, the accompanying copy of a report † by the Commanding Officer of H.M.S. "Royalist" may be of assistance to you.

I have, etc.,
J. CHAMBERLAIN.

No. 6.

Colonial Office to Admiralty.

Sir, *Downing Street, January* 12, 1899.

I am directed by Mr. Secretary Chamberlain to acknowledge with thanks the receipt of your letter of the 2nd December last,‡ enclosing copy of a report on Pitcairn Island by the Commanding Officer of H.M.S. "Royalist," and to transmit to you, for the information of the Lords Commissioners of the Admiralty, copy of a correspondence§ with the High Commissioner for the Western Pacific on the subject

I am, etc.,
H. BERTRAM COX.

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* No. 3.
† Enclosure in No. 4.
‡ No. 4.
§ Nos. 3 and 5.

INDEX OF CORRESPONDENCE RELATING TO THE CONDITION OF THE PITCAIRN ISLANDERS.

No. of Letter.	Date.	Correspondents.	Subject.
1.	14th June, 1898.	Admiralty to Colonial Office.	Transmitting copy of a report on the island by the Commanding Officer of H.M.S. "Comus."
Enclosure 1 in No. 1.	25th April, 1898.	Rear-Admiral H. Bury Palliser to Secretary to Admiralty.	Stating that the islanders are deteriorating through intermarriage and over-population, suggesting the appointment of a Governor, and recommending the encouragement of emigration.
Report.	23rd Nov., 1897.	Commanding Officer of H.M.S. "Comus" to Secretary to Admiralty.	Describing the needs of the inhabitants, and discussing the physical and moral degradation arising in consequence of intermarriage and over-population.
Enclosure 2 in No. 1.	31st March, 1884.	Captain Doughty to Rear-Admiral Lyons.	Pointing out that the evils of overpopulation were aggravated by addition of shipwrecked mariners, that the islanders had lost much of their former activity, and that a strong stimulus for exertion was needed, and advocating the appointment of a naval officer to enforce order. Enclosing a copy of the laws and regulations of the island.

No. of Letter.	Date.	Correspondents.	Subject.
2.	9th July, 1898.	Mr. Chamberlain to High Commissioner Sir G. T. M. O'Brien.	Forwarding copy of report in No. 1 of his observations.
3.	25th Oct., 1898.	High Commissioner Sir G. T. M. O'Brien to Mr. Chamberlain.	Transmitting copy of a report by Mr. Hunter on the condition of the islanders, and suggesting that they should be transported to Norfolk Island.
Enclosure 1 in No. 3.	12th Oct., 1898.	Mr. Hunter to High Commissioner Sir G. T. M. O'Brien.	Commenting on the laxity in morals and weakness in intellect, and showing that the islanders were drifting into hopeless imbecility. Dissenting from the suggestion of Captain Doughty to send a naval officer to take charge, and recommending the removal of the inhabitants to Fiji or the opening of regular communication with Tahiti.
Enclosure 2 in No. 3.	19th Oct., 1898.	Mr. Hunter to High Commissioner Sir G. T. M. O'Brien.	Stating that schooners would go on to Pitcairn regularly if paid for it, and that the islanders would be welcome as labourers in Tahiti.

No. of Letter.	Date.	Correspondents.	Subject.
No. 4.	2nd Dec., 1898.	Admiralty to Colonial Office.	Enclosing a report by Commanding Officer of H.M.S. "Royalist" on a visit to the island.
Enclosure in No. 4.	5th Oct., 1898.	Commander of H.M.S. "Royalist" to Rear-Admiral H. L. Pearson.	Stating that the island presented a more barren aspect than formerly, and that droughts, affecting the food supply, were now prevalent consequent upon the deforestation. Noting the mental and moral degradation of the people, and recommending the establishment of communication with Manga Reva Island.
No. 5.	12th Jan., 1899.	Mr. Chamberlain to High Commissioner Sir G. T. M. O'Brien.	Observing that it would be impossible to deport the inhabitants to Norfolk Island, and requesting him to ascertain the possibilities of opening up communication with Tahiti.
No. 6.	12th Jan., 1899.	Colonial Office to Admiralty.	Transmitting copies of No. 3 and No. 5.

PRÉCIS OF THE ABOVE CORRESPONDENCE.

In June, 1898, the Colonial Office received a report by Captain Dyke, of H.M.S. "Comus," respecting the condition of the Pitcairn Islanders. The document pointed out that, although the inhabitants were apparently contented and happy, yet they were degenerating physically, mentally, and morally. These results were attributed

to constant intermarriage and overpopulation. Fourteen years previously Captain Doughty, of H.M.S. "Constance," had reported in somewhat similar terms, and had indicated that the overpopulation was partly due to the accession of shipwrecked mariners. He observed the growth of slovenly habits in the cultivation of the land and the lack of all stimulus to exertion. To save the people from sinking into self-neglect and sloth, Captain Doughty had strongly advocated the appointment of an ex-naval officer to enforce order and the fulfilment of public duties.

In consequence of these reports, two independent investigations were carried out towards the end of 1898 by Mr. Hunter, a Judicial Commissioner, and by Captain Torlesse, of H.M.S. "Royalist." Mr. Hunter's remarks confirmed the statements of Captain Dyke: he, however, considered that the suggestion of Captain Doughty to send an ex-naval officer to take charge would now be useless, and advocated the removal of the people to Fiji or the opening of regular communication with Tahiti. Captain Torlesse, besides noting the mental and moral degradation mentioned by the other observers, stated that the island was losing its fertility and that this growing barrenness was due to droughts, consequent upon the deforestation of the island. These droughts seriously affected the growth of the staple foods of the people. He, too, recommended constant communication with Tahiti viâ Manga Reva Island. Accordingly, the Colonial Office directed the High Commissioner for the Western Pacific to ascertain the possibilities of establishing such communication.

Exercise 1.

Rewrite the following, in condensed form.

(*a*) Have you given much attention to the study of précis-writing?

(*b*) The boundless plains in the heart of the empire furnished inexhaustible supplies of corn, that would have almost sufficed for twice the population.

(*c*) The cares and responsibilities of a sovereign often disturb his sleep.

(*d*) The style of this book is of such a nature that it cannot be understood.

(*e*) The spirit of Christianity was humanizing, and therefore it first discouraged and finally put down gladiatorial shows.

(*f*) This is a painful circumstance; it is a circumstance that I much regret, and he also will much regret the circumstance.

(*g*) The universal opinion of all men.

(*h*) Of the tree of the knowledge of good and evil thou shalt not eat of it.

(*i*) The New River Company has the entire monopoly of the whole trade.

(*j*) The second mode is by studying the literature of a language in order of time, or chronologically, beginning with the very oldest written books, and coming down to the latest and newest.

(*k*) This club treats all other clubs with an eye of contempt.

(*l*) I wrote a letter to her.

(*m*) Pope professed to have learnt his poetry from Dryden, whom, whenever an opportunity presented, he praised through the whole period of his existence with unvaried liberality; and perhaps his character may receive some illustration if a comparison be instituted between him and the man whose pupil he was.

(*n*) After I have been a walk, I will begin to work.

(*o*) We must not think that we can reach the station by seven o'clock, unless we hurry.

(*p*) That the emigrants would have enjoyed greater prosperity in America, if they had not been shipwrecked, seems highly probable.

(*q*) He has undertaken to speak for me, which is very kind of him; but I greatly doubt whether his intercession will be of any avail.

(*r*) Though she did not possess a fortune, she had the means of living comfortably.

(*s*) Both of them were present.

(*t*) They partook of the cup that cheers but not inebriates.

(*u*) When do you expect that your brother will visit you?

(*v*) Cold produces ice, and heat dissolves ice.

(*w*) The scholars were at the exhibition last night, where they saw some fine scenic effects.

(*x*) When he heard this, he advanced.

(*y*) Trade and industry received a mighty stimulus from the invention of the locomotive by George Stephenson.

(*z*) It was that man's ambition that sustained him under such unexpected difficulties.

Exercise 2.

(Make a précis of each of the ensuing short extracts.)

(1) So that if the invention of the ship was thought so noble, which carrieth riches and commodities from place to place, and

consociateth the most remote regions in participation of their fruits, how much more are letters to be magnified, which, as ships, pass through the vast seas of time, and make ages so distant to participate of the wisdom, illuminations, and inventions, the one of the other?—BACON.

(2) Lord Chatham observed that the people whom they at first despised as rebels, but whom they now acknowledged as enemies, were abetted against them, supplied with every military store, had their interest consulted and their ambassadors entertained by their inveterate enemy—and ministers did not, dared not, interpose with dignity and effect. The desperate state of their army abroad was well known. No man more highly esteemed and honoured the British troops than he did; he knew their virtues and their valour; he knew they could achieve anything but impossibilities; and he knew that the conquest of British America was an impossibility. They could not, they could not conquer America. . . . . If he were an American, as he was an Englishman, while a foreign troop was landed in his country, he would never lay down his arms—never, never, never!

(3) Sheridan remarked that he now came with a very embarrassed feeling to that declaration which he yet thought they must have expected from him, but which he made with reluctance, because, from the marked approbation he experienced from them, he feared with reluctance they would receive it. He felt himself under the necessity of retiring from this contest. He besought them to hear him with patience and in the temper in which he addressed them.

(4) War had originally been conceived as a function devolving equally upon all the citizens. When the military season came on the farmer or shopkeeper left his peaceful occupations, donned his armour, and presented himself before the consul in the Campus Martius. When the campaign was over, he went back to his work. But the larger the territory of the state became, the heavier the task that devolved upon its armies, the more numerous its dangers, the more extensive its vulnerable frontier, the more imperiously did nature call for a military differentiation. The special need must be met by a special organ. A special class of men must be set apart for special military functions. It was the necessity of defending the state against its foreign enemies that caused the revolution. In the throes of this revolution the new organ made its appearance. On the restoration of tranquillity, the Roman Empire is seen to be

guarded by an institution which had been unknown to the republic, by a standing army of twenty-five legions.—Sir John Seeley.

(5) He does not announce his opinion as a dogma of imperative orthodoxy, which men, whether satisfied with the proofs or not, must believe or make profession of believing on pain of being shunned as a moral pestilence, and disqualified from giving testimony in a court of justice. He sets forth his own conviction with the grounds on which he adopts it. But he expressly recognises the existence of dissentient opinions; he invites his companions to bring forward every objection; he disclaims all special purpose of impressing his own conclusions upon their minds; nay, he expressly warns them not to be biassed by their personal sympathies, then wound up to the highest pitch towards himself. He entreats them to preserve themselves from the hatred of free argumentative discussion, and he ascribes this mental vice to the early habit of easy, uninquiring, and implicit belief; since a man thus ready of faith, embracing opinions without any discriminating test, presently finds himself driven to abandon one opinion after another, until at last he mistrusts all opinions, and hates the process of discussing them, laying the blame on philosophy, instead of upon his own intellect.—Grote's *Plato and other Companions of Sokrates.*

(6) I have already alluded to the difference hitherto existing between regiments of men associated for purposes of violence, and for purposes of manufacture; in that the former appear capable of self-sacrifice—the latter, not; which singular fact is the real reason of the general lowness of estimate in which the profession of commerce is held, as compared with that of arms. Philosophically, it does not, at first sight, appear reasonable (many writers have endeavoured to prove it unreasonable) that a peaceable and rational person, whose trade is buying and selling, should be held in less honour than an unpeaceable and often irrational person, whose trade is slaying. Nevertheless the consent of mankind has always, in spite of the philosophers, given precedence to the soldier. And this is right. For the soldier's trade, verily and essentially, is not slaying, but being slain. This, without well knowing its own meaning, the world honours it for. A bravo's trade is slaying; but the world has never respected bravos more than merchants: the reason it honours the soldier is, because he holds his life at the service of the State.—John Ruskin.

CHAPTER II.

PRÉCIS OF COMMERCIAL AND LEGAL DOCUMENTS.

18. Précis-writing may be usefully applied in the merchant's office. At any rate those houses that do a great trade or have much correspondence will often find that a letter-book containing a précis of their inward and outward mail is a great boon. Formerly the College of Preceptors conducted a Mercantile Examination in which Précis-writing was one of the prescribed subjects. Generally the matter consisted of a few commercial letters which were to be summarised in forty-five minutes. It is to be regretted that this examination has been discontinued. The exercises were well adapted to the needs of the beginner, and for that reason we shall give a solution of one of the papers set, and reproduce others. We also give one specimen of the Précis-paper set in the Oxford Local Examination for Commercial Certificates. It will be noticed that commercial letters are usually much shorter than the official letters met with in Civil Service examinations; and in style greater freedom of expression is allowed.

ILLUSTRATION 4.

Make a précis of the following correspondence :—

London, February 16, 1889.

Messrs. Farren & Co., Bombay.

Dear Sirs,

Acknowledging your favour of 20th ult., and confirming my respects of 9th inst., I have now the pleasure to hand you invoice and bill of lading of

A 501,1000 500 Packages of Goods, per Str. *Alma*,
B £13,257,

for sale on my account. Insurance, covering particular average,

effected, and loss payable, here; so that, in case of need, you will please forward the necessary documents. The *Alma* leaves Liverpool to-day.

I trust you will find this shipment exactly what is required, made, as it is, on your own particular recommendations, effect to which has been given, as you will see, in every detail. I hope, therefore, that it will find the ready sale you expected, and show a good result.

Sale I leave entirely to your discretion, remarking merely that I should not wish the goods to be held for more than a couple of months, at longest. I shall be equally glad of prompt returns, the more so that the goods come to you free, and represent a considerable amount. I wish to receive these returns half in bank bills and half in cotton, the remittance of the bills to be made first, and under discount of sale proceeds, if convenient to you.

As regards the balance in cotton, I should prefer good Broach, if prices are not against such a purchase; otherwise, I leave you to do the best you can for me in any other description, at your discretion, in the absence of any more particular instructions from me.

The above shipment could not be replaced to-day at the same prices.

I an, Dear Sirs,

Yours faithfully,

JOHN AMPTON.

Bombay, March 7, 1889.

John Ampton, Esq., London.

Dear Sir,

We have the pleasure to own receipt of your favour of 16th ult., covering invoice and bill of lading of your highly-valued consignment

A 501/1000 500 Packages of Goods, per Str. *Alma*,
B £13,257,

to which, with our best thanks, all care shall be given. The *Alma* has been telegraphed from Aden, and is due here in two or three days.

We shall give effect to your wishes for as prompt sale and returns as possible.

Notwithstanding the higher prices on your side, our Manchester market, confirming our last telegram, continues slow and inactive

under late heavy arrivals. The buyers, however, of your previous shipment are making some inquiry about the coming one; and, as we have no doubt, from your advices, that the goods will be well suited to their special requirements, we hope to be able to place them promptly on arrival.

Referring to enclosed market advices, in which you will observe the heavy figures of arrivals, alike in Manchester goods and metals,

We are, Dear Sir,

Yours faithfully,

p.p. FARREN & CO.

A. DYKES.

Bombay, March 14, 1889.

John Ampton, Esq., London.

Dear Sir,

Confirming our respects of 7th inst., and without any of your favours to acknowledge, we have now to advise the arrival of the *Alma*. Your shipment is to hand, and about 20 bales grey goods, as per note at foot, are badly damaged, the ship having experienced extremely heavy weather in the Mediterranean. This is unfortunate, as it interferes with the assortment of that line of goods. We are now, after survey, sending these damaged bales to auction sale.

We are bringing the shipment before our principal buyers of such goods. In the present dull state of the market they are not forward buyers, and we do not think it for your interests to press at the moment. The suitable assortment strengthens our hands, and we are not without hope of being able to advise some satisfactory progress in our next.

Without further of interest to remark about our markets than is contained in our usual special report, enclosed,

We are, Dear Sir,

Yours faithfully,

FARREN & CO.

Bombay, March 21, 1889.

John Ampton, Esq., London.

Dear Sir,

Deprived of your further favours, and confirming our respects of 14th inst., we have now the pleasure to advise, as per accompanying note of sale, that we have placed about half the grey and all the white goods at prices which we hope you will consider satisfactory. They show a very fair profit, and represent the very best prices obtainable. We shall follow as promptly as possible with the remainder of the grey, we hope by next mail. For the prints there is at present but little inquiry, owing to late heavy receipts, and we may be obliged to reserve them for a week or two.

Bearing in mind your wish for prompt returns, we propose, if exchange is fairly favourable, to make you a remittance on account by next mail.

Cotton continues scarce and dear, and we believe that it will be for your interest not to enter the market at present for your account, but to wait till the remainder of your shipment is placed and the proceeds begin to mature.

Enclosed report gives you the latest details of our markets, and

We are, Dear Sir,

Yours faithfully,

FARREN & CO.

SUMMARY.

16th Feb., 1889. In a letter of this date John Ampton of London advised Farren & Co. of Bombay that he had consigned 500 packages per S.S. *Alma* to be sold on his account. He enclosed invoice and B/L, stated that the goods had been insured in Liverpool, selected according to Farren's advice, and asked for prompt remittance, half in bank bills, half in cotton.

7th March, 1889. Farren's acknowledged receipt of invoice and
14th March, 1889. B/L, and in a second letter acknowledged the receipt of the goods, but noted that 20 bales grey goods were damaged. In a third letter

21st March, 1889. Farren's advised that half the grey and all the white goods had been sold. They enclosed Act./Sales, promised remittance next mail, but recommended that purchase of cotton be deferred.

EXERCISE 3.

Make a précis of the following correspondence.

(Time allowed, ¾ hour.)

Mr. J. Thompson. *Newbury, 2nd June,* 1890.

Sir,

Mr. E. Wilson, a gentleman who is, I believe, well known to you, has frequently spoken to me of your house of business in terms of great praise, and has strongly recommended me to make a trial of your goods.

On this recommendation, I enclose you a list of goods which I at present require, and will thank you to indicate the prices against the various articles enumerated. If, on the receipt of your answer, I find the quotations reasonable, I shall do myself the pleasure of transmitting you an order.

Be good enough to let me know at the same time what are your terms of payment, together with any other particulars which you consider it desirable for me to be informed of.

Awaiting the favour of your reply,

I remain, Sir,

Yours obediently,

G. RICHARDS.

Mr. G. Richards. *London, June* 4, 1890.

Sir,

In reply to your favour of the 2nd inst., I beg to re-enclose (with prices annexed) the list you did me the honour to send me. These prices you will, I am persuaded, find most reasonable, and I guarantee at the same time the excellence of the quality of the goods. Should you favour me with your orders, I flatter myself that you will be enabled to confirm by experience the favourable opinion which my friend, Mr. E. Wilson, has been good enough to express of my merchandise.

With regard to payment, my terms are 5 per cent. discount for cash, or a bill at three months, and you are at liberty to choose the mode of settlement which best suits you.

Trusting that I shall be favoured with your commands,

I remain, Sir,

Yours respectfully,

J. THOMPSON.

Mr. J. Thompson. *Newbury, June* 6, 1890.

Dear Sir,

In reply to your letter of the 4th inst., I beg to say that I am satisfied with the list of prices sent, and also with the terms of payment mentioned by you. Please forward as soon as possible the articles detailed in the enclosed list; and if, as I doubt not, the goods come up to my expectations, I hope to have the pleasure of extending my relations with your house.

Our mutual friend, Mr. E. Wilson, whom I have already mentioned, will cheerfully afford you every information you may desire to have respecting me; and, should you require additional references, I can forward you the names of two or three London houses where my account has been open for some years.

I will duly notify to you the receipt of the goods, and you may then draw upon me for the amount, at three months, agreeably to your terms.

I am, Dear Sir,

Yours truly,

G. RICHARDS.

Mr. G. Richards. *London, June* 7, 1890.

Dear Sir,

I beg to inclose you invoice of the articles ordered by you in your favour of the 6th inst. The goods have been forwarded to your address, per rail, this day.

The greatest care has been exercised in the selection of the goods, and I trust that you will be pleased with them in every respect.

The terms in which Mr. E. Wilson has spoken of you are perfectly satisfactory, and I need no further references.

Thanking you for the confidence which you appear disposed to place in me, and assuring you that I shall be most happy to receive a continuance of your favours,

I remain, Dear Sir,

Yours faithfully,

J. THOMPSON.

EXERCISE 4.

Make a précis of the following correspondence.

(Time allowed, ¾ hour.)

James Chandler, Esq.,
Manchester.

London,
January 15, 1891.

Dear Sir,

I have the pleasure to own receipt of your valued letter of yesterday, and am more than satisfied with the purchases that you advise. I only hope that you have been equally successful with the balance, and that you have not been interfered with by this unexpected spurt in cotton.

My reference to Bombay confirms your recommendation as to the packing of the 7 lbs. grey, to which kindly give effect.

Please wire me how you have got on, and if the purchase is completed, advise me of the last date of final delivery. I hope you may be able to so arrange that the whole lot may go in one shipment; the more so, as it is intended to be an assorted shipment.

I am, Dear Sir,
Yours faithfully,
JOHN AMPTON.

P.S.—I am, just before posting, in receipt of your welcome telegram: "Purchase completed at satisfactory rates."

John Ampton, Esq.,
London.

Manchester,
January 16, 1891.

Dear Sir,

I wired you late yesterday afternoon, "Purchase completed at satisfactory rates," which I am glad to know by your valued favour of yesterday reached you in good time.

Accompanying note of purchase gives, together with the prices, the respective dates of the delivery. The bulk, you will observe, is promised in two to three weeks, while three items are "about a month." I shall do my very best to get possession of all within the month, advising you of progress in due course. Meantime, I think you may engage freight provisionally for about middle of February.

After the late trying times for manufacturers, I have been most careful as to the sellers, and I trust that no difficulty may arise on

that score; you know, however, how impossible it is to obtain absolute security against contingencies of failure.

Hoping to be able to report substantial deliveries in the course of a few days,

I am, Dear Sir,
Yours faithfully,
JAMES CHANDLER.

James Chandler, Esq.,
Manchester.

London,
January 17, 1891.

Dear Sir,

I have the pleasure to acknowledge receipt of your favour of yesterday. Noting what you say about delivery, I trust that your good care will be successful in obviating any difficulties on that point, so important in the case of this shipment. In conformity with your advices, I am requesting my Liverpool agents, Messrs. Bowes & Co., to secure freight provisionally for the 500 packages for shipment about the middle of February. Waiting with interest advices of delivery in due course,

I am, Dear Sir,
Yours faithfully,
JOHN AMPTON.

Messrs. Bowes & Co.,
Liverpool.

London,
January 17, 1891.

Dear Sirs,

I shall be obliged by your engaging freight provisionally for five hundred (500) packages of Manchester goods for shipment by steamer *via* Suez Canal to Bombay about middle of February. As some delay in delivery may possibly occur, I cannot say more than "provisionally" at present. You will receive these goods from Mr. James Chandler, of Manchester, for my account. Insurance I shall provide here.

I am, Dear Sirs,
Yours faithfully,
JOHN AMPTON.

John Ampton, Esq.,
London.

Liverpool
January 18, 1891.

Dear Sir,

We beg to acknowledge receipt of your favour of yesterday, and to advise you that, in conformity therewith, we have engaged freight provisionally for the five hundred (500) packages by the S.S. "Alma," by canal, to leave this punctually on 16th February for Bombay; with the condition that the whole, or such portion of the goods as may not be in time, be shipped by the following boat of the same line (the "Star"), leaving about the end of that month. Freight, in either case, at the very favourable rate of 15s. a ton. The two other steamers sailing about the middle of February would not book provisionally, and the "Alma" only on the condition above stated.

Hoping this arrangement will meet with your approval,

We are, Dear Sir,
Yours faithfully,
BOWES & CO.

EXERCISE 5.

(Set at the Oxford Local Examination.)

[Messrs. Berk and Co. are merchants dealing in guano and carrying on business in London; Messrs. Levi carry on business in London and Adelaide, and act as agents in England for the Browse Island Guano Company. Browse Island is about 600 miles N.W. of Australia.

On June 19th the Guano Company chartered a sailing vessel, the "Alert," then at Port Adelaide, with cargo to proceed to Browse Island and, immediately after discharging the cargo, to load a full cargo of guano, and, being so loaded, to proceed to a port in the United Kingdom. Penney was Levi's agent.]

Write a précis of the following correspondence.

Berk and Co. to Messrs. Levi.

November 10, 1883.

We have this day bought from you as agents of the Browse Island Guano Company a cargo of Browse Island guano, expected to arrive per "Alert" at Hamburg, about 450 tons at 1s. 9d. per

unit of tribasic phosphate of lime per ton, *Ex ship Hamburg.* No charge for ammonia under $1\frac{1}{2}$ per cent. Sampling to be done as usual during discharge of cargo by buyers and sellers. Terms nett cash, one-third of the estimated value of the cargo to be paid on arrival of vessel against delivery order, one-third when the cargo is discharged and the balance on receipt of the analysis. If the vessel is lost or does not arrive the contract to be null and void.

Penney to Berk and Co.

3 *George Yard, Lombard Street,*
March 28, 1884.

I regret to say that the vessel with guano has not yet arrived, nor have I any news of either of the three vessels expected. I trust we shall have some definite news about your ship very shortly, when I will advise you.

Berk and Co. to C. G. Penney.

April 15, 1884.

Our buyer of the cargo, Browse Guano, writes us this morning that he will not take the goods now, as in consequence of the non-arrival of the "Alert" he had to buy against us. Please say what we are to do.

C. G. Penney to F. W. Berk and Co.

April 15, 1884.

Your favour of to-day. I am exceedingly sorry at the delay in the arrival of the guano cargo. It is, however, what no one can control, and there is nothing to be done but wait patiently and take the cargo on arrival.

Berk and Co. to Penney.

May 6, 1884.

With reference to the cargo Browse Guano, our buyers write that they have ascertained at Lloyds that the "Alert" left Townsville for Rowse Island so late that she could not possibly have been expected by the end of January or February as represented at the time by you. For this reason they positively refuse to take the "Alert" cargo. Please say what we are to do, and oblige.

Berk and Co. to Penney.

June 28, 1884.

With reference to the cargo guano per "Alert" our buyers insist on refusing the goods, and of course we cannot take it for the same reasons, viz. that the arrival at the present time is altogether out of time with the date mentioned before the contract was made, viz. Jan. 1st.

Penney to Berk and Co.

June 28, 1884.

In reply to your memo. of to-day Messrs. P. Levi and Co. have nothing to do with your friends, and they say they cannot allow you to reject the cargo.

Berk and Co. to Penney.

June 30, 1884.

In reply to yours of the 28th inst. you are doubtless aware that when a time for arrival is mentioned it may be delayed or anticipated by a reasonable time, but that a delay of 5 months on a journey which, according to your own statement, is only about 3 months, is not reasonable, and under the circumstances we must positively decline to take the cargo.

Philip Levi and Co. to F. W. Berk and Co.

July 14, 1884.

Mr. C. G. Penney informs us that you refuse to take delivery of the cargo sold to you on the 10th of November 1883, as per contract of that date. This vessel has unexpectedly arrived this day at Falmouth, and as we shall be bound to look to you for any loss that may arise from the resale of this cargo, through your refusal to abide by your contract, and as in the interest of all concerned, we are desirous to keep this loss within as narrow an amount as possible, we therefore propose that you accept or decline the tender of the cargo at Falmouth, in place of having (by the contract of Nov. 10th, 1883) to send the cargo to Hamburg to be tendered, the object being to take advantage of the vessel calling at Falmouth to obtain the best price possible. Your immediate reply to this will oblige.

Levi and Co. to Berk and Co.

Referring to ours under date the 14th of July, and your refusal to fulfil your contract in *re* the purchase of the cargo, we have been

compelled to effect a resale of the cargo, as per copy of contract now annexed, and beg to say we shall hold you responsible for the loss sustained through resale, viz. £449 2s. 11d.

19. It may possibly be thought that exercises involving the Abstracting of a few simple legal documents are too difficult for students using a text-book which is essentially designed for beginners. We do not share this view. The drawing of an Abstract of Title is often entrusted to an articled clerk at an early period in his career; and it is an exercise in many respects similar to the compilation of a précis. We do not say that a Précis and an Abstract are identical: in a précis, as we have seen, a summary is made of the contents of a series of documents. In compiling an Abstract of Title the draftsman is confronted with a series of documents,—wills, conveyances, mortgages, settlements,—but it is not his duty to make a précis of all the contents of these documents; but rather to furnish a concise, exact and complete account of how the property under consideration has devolved upon the vendor. The Abstract should set forth the chain of circumstances which has influenced the course of devolution of the property from a given time up to the date of the Abstract. It should show everything necessary for the title which the vendor intends to make to the purchasers, indicating not only those parts of a deed which prove that the vendor has a good title, but also any portions that can have any bearing whatever upon the title of the vendor to the property which is the subject of the negotiations.

We shall give therefore a few very simple legal precedents as exercises, feeling sure that students should be all the better for an honest attempt to perform them. Even the style of legal documents is worthy of study. On first reading, one would probably allege that they were tautologous and verbose. But this tautology is more apparent than real: it must be remembered that punctuation and parentheses are excluded from such documents; or if they are admitted they are disregarded in the construction of the instrument. No one would like to feel that his title to his estates depended on such a trivial

circumstance as the insertion or omission of a comma or semi-colon; and the absence of such aids, combined with the necessity of expressing the meaning unequivocally, may contribute to the apparent verbosity.

Illustration 5.

THIS IS THE LAST WILL of me John Summer of Wetherby in the county of York I revoke all testamentary instruments heretofore made by me and I APPOINT Guy Fawkes of Harewood and Solomon Winter of Knaresborough executors and trustees of this my will I BEQUEATH to my wife Edith all the household furniture plate linen china glass books pictures prints provisions and other household effects belonging to me at the time of my death and a legacy of £100 to be paid to her out of the first moneys coming to the hands of my executors AND as to all the rest of my estate and effects both real and personal I DEVISE and BEQUEATH the same unto and to the use of the said Guy Fawkes and Solomon Winter UPON TRUST to sell call in and convert into money my real and residuary personal estate AND upon further trust to invest the money arising from the sale calling in and conversion thereof in the names or name of the trustees or trustee for the time being of this my will AND to pay the annual income of such investments to my wife during her life if she shall so long continue my widow AND from and after her death or marriage again as to the capital and income of the same investments UPON TRUST for such of my children as shall survive me and being sons or a son shall have attained or shall attain the age of 21 years and being daughters or a daughter shall have attained or shall attain that age or shall have married or shall marry under that age and if there shall be only one such child then upon trust for such child PROVIDED that if any child of mine shall die in my lifetime leaving issue who shall survive me and who being male shall attain the age of 21 years or being female shall attain that age or shall marry under that age such issue shall take and if more than one equally between them the share which their his or her parent would have taken of and in any residuary estate if such parent had lived to attain a vested interest I DECLARE that the trustees or the trustee for the time being of this my will shall have a discretionary power to postpone for such period as to them or him shall seem expedient the sale calling in or conversion of any parts of my real or personal estate but the unsold real estate and the outstanding personal estate shall

be subject to the trusts hereinbefore contained concerning the investments aforesaid and the rents and yearly produce thereof shall be deemed annual income for the purposes of such trusts and the unsold real estate shall be deemed to be converted as from the time of my death and to be transmissible as personal estate I DECLARE that if at any time or times during the widowhood of my wife the annual income of my estate shall be less than £104 it shall be lawful for the trustees or trustee for the time being of this my will to raise out of the capital thereof and to pay to my widow such a sum as will make her income up to £104 a year I DECLARE that so long as my wife lives and continues unmarried the power of appointing new trustees conferred by statute shall be exerciseable by her IN WITNESS whereof I have hereunto set my hand this 1st day of January 1905

JOHN SUMMER.

SUMMARY.

1st Jan. 1905:—By will of this date, after bequeathing his household effects and a pecuniary legacy to his wife, John Summer gave all the rest of his estate on trust to Guy Fawkes and Solomon Winter to sell the same (power to postpone sale being given) and invest the proceeds and to pay the income to the wife during widowhood and on her death or remarriage to divide the capital equally amongst such of his children as had or would attain the age of 21 or being daughters had or would marry before that age with a provision that the issue of a deceased child should take its parent's share. Power was given to make up the widow's annual income to £104 out of capital and during her widowhood statutory powers of appointing new trustees were exerciseable by the widow.

EXERCISE 6.

Make an abstract of the following legal documents.

(*a*) *Disclaimer.*

TO ALL TO WHOM THESE PRESENTS SHALL COME John Jameson of Helmsley in the county of York sends greeting WHEREAS Arthur Stone late of Malham in the said county duly made his last will dated the twentieth day of September 1903 whereby he appointed the said James Jameson and Edward Hawkins of Selby in the said county of York to be executors and trustees thereof and thereby devised and bequeathed all his real and personal estate unto the

said John Jameson and Edward Hawkins upon the trusts and subject to the powers and provisions therein declared concerning the same respectively AND WHEREAS the testator died on the twenty-third day of September 1903 AND WHEREAS the said John Jameson has never in any respect acted and has refused to act as an executor or trustee of the said Will NOW THESE PRESENTS WITNESS that he the said John Jameson has from the decease of the said Arthur Stone disclaimed and renounced and by these presents doth disclaim the office of trustee and all interest in and power over the real estate devised by the Will of the said Arthur Stone IN WITNESS whereof the said John Jameson has hereunto set his hand and seal this Thirtieth day of September 1903

Signed sealed and delivered by the said John Jameson in the presence of Arthur Prin of Helmsley *Clerk* } JAMES JAMESON.

(*b*) *Power of Attorney.*

KNOW ALL MEN by these presents that I William Johnson of East Hardwick in the county of Lancaster but intending shortly to leave and for a time to be absent from England hereby appoint Arthur Wilson of East Hardwick aforesaid and Robert Bryant of East Hardwick and each of them my attorneys or attorney for me and in my name and for my use and account to apply for demand sue for recover and receive of and from all and every or any person or persons whomsoever concerned or chargeable therewith all and every sum and sums of money debts duties and interest which shall or may belong to or be or become due or payable to me and also for me the said William Johnson in my name and for my use and account to take possession of all such messuages lands or tenements as I am now or may in any way during my absence from England become entitled to and to bring any action or other proceeding in respect to and for or concerning all or any such messuages lands or tenements and also to demand receive recover and give receipts for the rents and profits thereof respectively for my use and to let sell or absolutely dispose of and convey the same or any part thereof or to join with any other persons or person having or who may hereafter have a share or interest with me in any messuages lands or tenements in letting selling or absolutely disposing of the same and to sign my name set my seal and as my act and deed to execute seal and deliver any instrument contract agreement lease assignment or

conveyance of and concerning the same or any part thereof and to receive and sign and give or to join in signing and giving receipts or discharges for the moneys arising from such sales or sale also to surrender copyholds and generally to do execute and perform all and every other act matter and thing whatsoever in anywise necessary or expedient to be done in my concerns and business of every or any nature or kind soever during my absence from England as fully and effectually as if I were personally present to do the same I the said William Johnson HEREBY AGREEING to confirm all and whatsoever my said attorneys or attorney shall lawfully do or cause to be done by virtue of these presents And I declare that this Power of Attorney is irrevocable by me for one year from the date hereof In Witness whereof I the said William Johnson have hereunto set my hand and seal this twentieth day of September 1903

Signed sealed and delivered by the above-named William Johnson in the presence of Thomas Carter of East Hardwick aforesaid Solicitor } WILLIAM JOHNSON.

(*c*) *Will.*

THIS IS THE LAST WILL AND TESTAMENT of me Arthur Fowler of Bardsey in the County of York corn miller I REVOKE all testamentary instruments heretofore executed by me and I APPOINT James Thompson of Bardsey aforesaid farmer and Robert Wilson of Bardsey aforesaid innkeeper executors and trustees of this my will I BEQUEATH to my wife all the household furniture plate linen china glass books pictures prints provisions and other household effects belonging to me at the time of my death and a legacy of One Hundred Pounds to be paid to her out of the first moneys coming to the hands of my executors And as to all the rest of my estate and effects both real and personal I devise and bequeath the same unto and to the use of the said James Thompson and Robert Wilson their heirs executors administrators and assigns Upon trust to sell call in and convert into money my real and residuary personal estate And upon further trust to invest the money arising from the sale calling in and conversion thereof in the names or name of the trustees or trustee for the time being of this my will And to pay the annual income of such investments to my wife during her life if she shall so long continue my widow And from and after her death or marriage again as to the capital and income of the same investments Upon trust for my children in equal shares the respective

shares of such children to be absolutely vested on my death Provided that if any child of mine shall die in my lifetime leaving issue who shall survive me and who being male shall attain the age of twenty-one years or being female shall attain that age or marry under that age such issue shall take and if more than one equally between them the share which their his or her parent would have taken of and in any residuary estate if such parent had lived to attain a vested interest I DECLARE that the trustees or trustee for the time being of this my will shall have a discretionary power to postpone for such period as to them or him shall seem expedient the sale calling in or conversion of any parts of my real or personal estate but the unsold real estate and the outstanding personal estate shall be subject to the trusts hereinbefore contained concerning the investments aforesaid and the rents and yearly produce thereof shall be deemed annual income for the purposes of such trusts and the unsold real estate shall be deemed to be converted as from the time of my death and be transmissible as personal estate accordingly I DECLARE that if at any time or times during the widowhood of my wife the annual income of my estate shall be less than One Hundred and Fifty Pounds it shall be lawful for the trustees or trustee for the time being of this my Will to raise out of the capital thereof and pay to my widow such a sum as will make her income up to One Hundred and Fifty Pounds a year I DECLARE that so long as my wife lives and continues unmarried the power of appointing new trustees conferred by statute shall be exerciseable by her IN WITNESS whereof I have hereunto set my hand

Signed by the said Arthur Fowler as his last will and testament in the presence of us present at the same time who at his request in his presence and in the presence of each other have subscribed our names as attesting witnesses
PETER MAWSON of Bardsey aforesaid joiner
THOMAS WATSON of Bardsey aforesaid blacksmith
} ARTHUR FOWLER.

(*d*) *Agreement for Yearly Tenancy.*

AGREEMENT made the twenty-ninth day of September 1903 BETWEEN Amos Bates of New Barnet in the County of Hertford (hereinafter called the landlord) of the one part and William Jacobs

of New Barnet aforesaid (hereinafter called the tenant) of the other part

The landlord hereby lets and the tenant hereby takes all that cottage situate in the parish of New Barnet aforesaid formerly in the occupation of Edward Grant together with the garden and appurtenances thereto belonging which premises are described in the schedule hereto for the term of one year from the twenty-ninth day of September 1903 and afterwards from year to year at the yearly rent of Thirty Six Pounds payable quarterly on the usual quarter days in each year the first payment to be made on the twenty-fifth day of December next and the last payment to be made in advance one calendar month before the expiration of the tenancy the said rent to be paid clear of all deductions except for land tax and property tax

The tenant agrees to pay the said rent on the days and in the manner aforesaid and also all existing or future taxes rates assessments and outgoings of every description (except as aforesaid) for the time being payable by the tenant in respect of the premises

The tenant to whitewash the cottage when required and to keep all cesspools and drains well cleansed and to keep the premises (including fixtures but except the roof and outside walls) in good and tenantable repair reasonable wear and tear excepted

The tenant to cultivate the garden in a proper manner and to prune and preserve all fruit trees and to replace any that may perish through decay or accident and to leave as well those now growing as any hereafter to be planted in good order and condition

The tenant not to assign or sublet the premises or any part thereof nor to take or retain any lodgers or allow any married son or daughter to reside with him in the said cottage without the landlord's consent

The tenant on the expiration or sooner determination of the tenancy to deliver up the premises in such good and tenantable repair order and condition as aforesaid

The landlord and his agents to have access to the premises at all reasonable times to view the condition of the same

The tenancy shall be determined at any quarter day upon three months' previous notice in writing by either party

Provided always that if and whenever any part of the said rent shall be in arrear for twenty-one days whether legally demanded or not or if and whenever there shall be a breach of any of the tenant's agreements the landlord may enter upon any part of the

premises in the name of the whole and thereupon the tenancy shall determine

As witness our hands this twenty-ninth day of September 1903

AMOS BATES
WILLIAM JACOBS

(*e*) *Indenture of Conveyance.*

THIS INDENTURE made the first day of January 1905 between Arthur Thomas and Benjamin Thomas both of Enfield in the county of Middlesex of the one part and Peter Patrick of Otley in the county of York of the other part WHEREAS Kit Saunders late of Enfield by his will dated the 21st day of June 1904 after certain specific devises and dispositions not affecting the hereditaments hereby assured gave and devised the residue of his freehold estates unto and to the use of the said Arthur Thomas and Benjamin Thomas their heirs and assigns upon trust for sale and with power to give receipts as therein mentioned AND WHEREAS the said Kit Saunders died on the nineteenth day of August 1904 without having revoked or altered his said will which was duly proved by the aforesaid Arthur Thomas and Benjamin Thomas in the principal registry of the Probate Division of the High Court of Justice on the 1st day of September 1904 AND WHEREAS the said Kit Saunders was at the time of his death seised of (amongst other hereditaments) the freehold hereditaments and premises hereby assured for an estate in fee simple in possession free from incumbrances AND WHEREAS the said Arthur Thomas and Benjamin Thomas as trustees of the said will and in pursuance of the trust for sale therein contained as aforesaid have agreed with the said Peter Patrick for the sale to him of the said freehold hereditaments and premises subject to such reservation as is hereinafter contained for the sum of £1000 NOW THIS INDENTURE WITNESSETH that in pursuance of the said agreement for sale and in consideration of the sum of £1000 now paid to the said Arthur Thomas and Benjamin Thomas by the said Peter Patrick (the receipt whereof the said Arthur Thomas and Benjamin Thomas do hereby acknowledge) They the said Arthur Thomas and Benjamin Thomas as TRUSTEES do hereby GRANT unto the said Peter Patrick ALL THAT parcel of land situate in the city of Leeds known as Blackacre and bounded on the north and west by Woodhouse Lane on the east by property belonging to John North and on the south by land the property of the present

vendors together with the dwelling-house outbuilding and appurtenances thereon situate and thereto belonging and being of the area of 2 roods and 14 perches or thereabouts EXCEPT AND RESERVING unto the said Arthur Thomas and Benjamin Thomas their heirs and assigns and other the owners and occupiers for the time being of the plot of land on the south of that hereby conveyed full and free right and liberty at all times hereafter by day or by night and for all purposes with or without horses carts carriages or wagons laden or unladen to go pass or repass and to drive cattle sheep and other animals along over and upon the strip of land or road indicated on the plan delineated on these presents by dotted red lines TO HAVE AND TO HOLD the said hereditaments and premises hereby assured (except and reserving as aforesaid) UNTO AND TO THE USE OF the said Peter Patrick his heirs and assigns for ever IN WITNESS whereof the said parties have hereunto set their hands and seals the day and year first above written

ARTHUR THOMAS

BENJAMIN THOMAS

CHAPTER III.

PRÉCIS-WRITING AND JOURNALISM.

We have previously mentioned that précis-writing is of considerable importance to the journalist. Few papers can afford to report a speech in full, however important the speaker or however interesting the topic: hence a certain amount of condensation is necessary even in an ordinary report. But, beyond this, the London morning papers give in a special column a précis of the more detailed reports occurring in other parts of the paper. Hence the student can use the morning papers as a help in précis writing. Generally he will find the fullest reports in the *Times* and the *Standard*; somewhat shorter accounts in the *Daily News*, *Daily Telegraph*, and *Daily Chronicle*; and these shorter reports the student should carefully compare with his own first rough draft; and finally a very concise summary will be found in all five papers. To some extent the summarising of a newspaper report is easier than the work set in Civil Service and Society of Arts examinations hereinafter described, as the journalist has lightened the précis-writer's task by division of the speech into appropriate headings, although English journalists do not carry this practice to the extent to which it is adopted in America.

We reproduce a speech that should be of interest to students, viz. Mr. George Wyndham's address to the students of Glasgow University on November 22nd, 1904. This was reported and summarised as follows:—

	Report. No. of Words.	Précis. No. of Words.
Standard	5000	107
Times	1900	177
Daily Telegraph	1350	74
Daily News	550	45

We shall reproduce the *Standard's* report, which was practically a verbatim one; also that of the *Daily News*, which may be considered as the first rough draft of the précis, and finally we shall give the précis of each of the four papers. Of these we consider the summary of the *Times* the best, and the one that should be taken as a model. That of the *Standard* is good, but might have been in simpler language and rather misses one important point; whilst it may fairly be said that the summaries of the *Telegraph* and *Daily News* miss two essential items.

A.—The "Standard," November 22nd, 1904.

THE LORD RECTOR OF GLASGOW UNIVERSITY.

MR. WYNDHAM'S ADDRESS.

Mr. George Wyndham, M.P., was formally installed yesterday as Lord Rector of Glasgow University. The appearance of the Rector on the platform was the signal for prolonged cheering and the singing of "For he's a jolly good fellow." Comparative quietness having been obtained, Principal Story opened the proceedings with a prayer in Latin. The Lord Rector signed the oath *de fideli*, and then delivered his Address. He said:—

A man whose life is mortgaged to Party politics, addressing men whose lives are devoted to learning, must avoid political controversy, and may well shrink from intrusion within the precincts of literature, philosophy, æsthetics, and science. I hail these high themes with instinctive reverence, but with rational modesty I say to them, "Fare ye well!" I am a public servant in the conduct of affairs. You are, or mean to be, Masters of the Arts. Neither region is familiar to us both; yet the Lord Rector and the members of one University are one family, and he, chosen by them, should elect some common ground for his Address. I dismiss the popular subterfuge of education, and, since you are philosophers and I am a politician, propose to you a discourse on one branch of the philosophy of politics, rather, I might say, on the parent stem stripped of ramification and foliage. My subject is remote, and distinct from transitory contentions usually suggested by the word "politics." These controversies are, of course, important in their way and for our time. I do not undervalue their moment. Yet, by comparison with politics

in the simpler sense of that word, they seem, even to me, a politician, but little more than a stage play of which the interest centres not so much on the plot and the characters as on their exits and their entrances. This is the end of my exordium. Without further ado I name my subject "The Development of the State." The development of the State affords us common ground. It is a theme at once practical and philosophic, but neither transcendental nor of to-day. So, turning my back on the Halls of Westminster and the plantations of Academus, I seek the alleys of the Lyceum and find a convenient point of departure for my peripatetics in the saying of Aristotle:—"Man is by nature a political animal;" a living being that can prosper only in an organised society. His saying is trite, but still pregnant. Two questions leap from it clamouring for definition: "What sort of man?" "What sort of State?" An unguarded answer to the first question might land me into metaphysics or biology. Fortunately Aristotle's sentence—and that is my text—excludes isolated men. It deals with man only in relation to the State, and declares that the nature of his being consists in that relation. The context goes on to say that any man outside that relation must be either a god or a beast. Isolated men, whether god-like or beastly, are akin to the hermit-crab. They occupy, without ceremony or concern, shells accidentally convenient to them, but congenitally evolved by others. The sage and the felon are, politically, cuckoos. I would also exclude abstract man, that nebulous impersonality of metaphysical anthropologists. I dismiss Rousseau's abstract man, the imaginary creation of Eighteenth Century dogmatism, with his equally imaginary rights. The State demands real men who owe to it real duties. I dismiss the composite conception based, partly on the *Germania* of Tacitus, and partly on recent studies of aboriginal tribes. After these must follow the latest abstract man, Darwin's man, "probably arboreal in his origin." A brilliant speculation put forward from this Chair by one of its most illustrious occupants has, indeed, invested metaphysico-biological man with vivid interest. I refer to Mr. Balfour's striking theory that, to adopt his phrase, the process of "physiological accumulation" by which man acquired his existing mental and bodily equipment was in all probability completed by the stress of conflict during a savage prime. I refer to that theory solely to make it even more plain that I am dealing, not with the evolution of man, but with the development of the State in which men "live and move and have their being." Men who by nature are functional

parts of a political organism must be the men we know; historic and humanistic men, recorded in annals or revealed by literature and legend. Having excluded isolated men and abstract man,

DANGER OF COSMOPOLITANISM.

I come to the second question, "What sort of State?" What is, what ought to be, what might be that type of polity to which men should owe duties during their lives and for which they must, if need be, lay down their lives? The saying of Aristotle excludes the cosmopolitan ideal, and, again, I welcome the exclusion. To do Rousseau justice, even he bids us distrust those cosmopolitans who set out to seek at a distance in their books duties which they disdain to fulfil about them. Do I err in dismissing curtly from a philosophic discourse an ideal, acclaimed by Tennyson:—"The Parliament of Man, the Federation of the World"—and ascribed by Plutarch to Socrates? These are great names to conjure with. But the formation of a judgment on the value of an ideal may often be assisted if we will note the date and the authorship of the phrase struck to convey that ideal. The phrase—"A Citizen of the World"—is not found in literature until centuries after Aristotle. It is coined by Philo Judæus or by Plutarch in the first century of our era, and it is reminted, say a hundred years later, by Diogenes Laertius, and Lucian. Nor am I shaken when the phrase recurs in Montaigne's essays. He stood aloof from the civil and religious distractions of his own country, France. It turns up once more in Thomas Pain's "Rights of Man," and repeatedly in the prospectus and motto of Garrison's "Public Liberator." But it leaves me unmoved. The political surroundings and philosophic preoccupations of all who employed the phrase and belauded the cosmopolitan ideal confirm my belief that aspiration towards that ideal saps the vigour of citizenship and arrests the development of the State. The race, the nation, even the Empire, in so far as we have been able to frame a true political conception of that yet more comprehensive organism, may each and all be considered embryonic: forerunners, and, in some degree, fore-tellers, of an ideal polity that may come into being and should be brought to birth. But cosmopolitanism is not embryonic: it is abortive. It serves only to sacrifice this or that political beginning by anticipating the image of an universal political end. To study the development of the State in terms of isolated men would be futile. They may stand, in the philosophy of politics, for the assumed primordial star-dust in the

science of Astronomy. They are the stuff out of which the primitive State evolved its first stage of development. But to study the State's further development in terms of cosmopolitanism would be absurd. As well might astronomers, forsaking research, resign themselves to a placid contemplation of that predicted period in which, the dead moon having retraced her spiral to a frozen earth, and the planets having returned to an extinguished sun, the whole solar system shall drift inert through the night of space towards the dark resultant of a like catastrophe. That plausible, if not exhilarating, sidereal hypothesis spells death to our planet and to the life which it supports. Cosmopolitanism spells death to the State and to the virtues of citizenship.

THE IDEAL TYPE OF STATE.

What, then, is the middle term between primordial individualism and abortive cosmopolitanism? What should be that type of State to which each citizen can pay a living allegiance without umbrage to the renown of his dead ancestors, or offence to the pride taken, as legitimately, by fellow citizens in racial origins alien from his own? The State must be large enough in contour to fire the imagination of all its citizens with faith in the future; yet to each citizen it must be so near in detail as to evoke piety towards the memorial past. The ideal State, the State that is to be, must have one grandeur of political design illuminated by diverse glories of race achievement. An attempt to frame a conception of the ideal State, or, as I would rather put it, to foresee the next stage in the State's organic evolution, is beset by two difficulties. In the first place, those who have written philosophically on the ideal State have had consciously in their minds, or subconsciously, at the back of their heads as we say, the concrete facts of the particular polity in which they lived and of others around it. And our own minds are in like manner preoccupied. Even from the philosophy of politics there is no complete escape into pure abstraction. I cannot speak, nor can you listen to, this Address without some thought of Scotland's past and the Empire's future. The second difficulty is inherent in the terms which are employed, and which we must employ, for lack of better. Any attempt at divining an ideal type of the State to be evolved in the future can never be more, or other, than a visionary presentment of the more hopeful features exhibited by the actual State in the present. And in making that attempt we are restricted to existing terms. But faint reflections of the vanished past loom in

these terms. Our thoughts are clogged by what is: the words through which we seek to convey our thoughts are blurred by what has been. We are deafened by the domination of the present; we are also baffled by jangling discords from the past. We must—to take at random a handful of political phrases—speak of citizenship, of patriotism, of the rights of nations, the destiny of the race, the ideal of Empire. These terms are not the exact terms of science, constructed—to the despair of philologists—out of one, or even two dead languages, and so constructed for the precise purpose of defining a new idea sharply from old ideas which have prevailed and are to be discarded. The terms in which we must discuss the development of the State are words, not labels; and, in common with all words, have a story imbedded in them. Their etymology bears the impress of earlier phases in the evolution of the State. Bearing that impress they become, as the evolution proceeds, inadequate or inconvenient for a description of the next phase that is coming into being. If I say: "The Highlanders died for their country at Magersfontein," I speak a great truth. But the words do not fit the full intention and extension of that supreme sacrifice to public duty paid, as it was, more than six thousand miles from their native land by men fighting side by side with fellow-citizens drawn from every quarter of the globe. The word "country" does not fit the fact like a glove. It cramps it like a glove with too few fingers. The relative inadequacy of words which have grown, by comparison with scientific terms, which have been expressly constructed, has, I believe, a compensating advantage. Their etymology betrays what they once meant. And to contrast that which they now mean with that which they once meant may be helpful. The words in which we speak of the State may reveal the evolution of the State in the past, as fossils assist in reproducing pictures of earlier geological epochs. I propose, then, to take the common words which we use, without premeditation, when discussing the broader aspects of politics, and to subject them to two tests. First, pursuing an etymological method I shall seek to discover what they once meant; and, secondly, pursuing a literary method, I shall seek to discover when, and, if possible, why, they assumed a modern meaning which differs from their original meaning.

INFLUENCE OF RACE-PRIDE.

Having discussed at some length the etymology and literary application of such words as "country," "nation," "patriotism,"

"citizen," etc., Mr. Wyndham resumed the main line of his argument. He said :—I do not, of course, suggest that the development of the State has proceeded without breach of continuity. History refutes that by the collapse of the Roman Empire, and again by the failure to construct Christendom, as a polity, out of feudalism. The fall of the Roman Empire before inroads of races in the Fifth Century ; the fabrication of modern Powers from the ruins of feudalism in the Fifteenth and Sixteenth centuries mark the close of two out of the three epochs into which Western history can for convenience be divided. And now, after four centuries of the third epoch, the Nation-States, or European Powers, fabricated at its commencement, find themselves face to face with, as it seems, the coming into being of a new, a larger, and an even more complex, type of the State. Can that be brought to birth? Can a third breach of continuity in development be evaded by polities which include in their populations many races and hold sway over territories separated by oceans? If we are on the eve of a further stage in the development of the State which may, in after times, be held to mark a fourth epoch in history, it is proper to consider the features, or forces, which have appeared in every preceding type of the State. The future is a darkness impenetrable to man. We must search our way into it step by step. If we are not to stumble, each step must be illumined. But there is no light save from the past, and, from the past, we must fetch light, if only in lanterns. We find in every preceding type of the State two dominating ideas ; first, the sentiment of consanguinity or pride in Race, and, secondly, attachment to a fixed abode evinced, almost always, by a population of diverse race extraction. These two ideas are not easily harmonised. We find, also, a continuous trend towards complex political aggregation, so constant as almost to argue a force of human nature which might be called political gravitation. But to that force one, or other, more often both, of the dominant ideas are in some measure refractory. Can we assist in directing a continuous development by avoiding known aberrations which have, so history teaches, occasioned breaches in continuity? Success in such an enterprise must, I submit, depend, in the first place, on a frank recognition of these three features, or forces. We must count on their persistence. In the light of that recognition we may seek a wholesome, instead of an unwholesome, interaction between the two dominant ideas, of pride in race and of attachment to a particular territory. And we may, again, seek so to control the force of political gravitation as to

evolve a type of the State in which, however complex, by analogy with the solar system, planetary polities, however huge, might be swayed from a primal tendency to direct collision into a choric pursuit of interdependent orbits.

LESSONS OF HISTORY.

What are the errors of the past which we should do well to shun? Taking the first epoch of Western history from the advent of Aryan tribes in the lands that contain and jut into the Mediterranean Sea we note chiefly the persistent, if occasionally interrupted, effect of political gravitation culminating in the Roman Empire. Can we discover any evil in the process of that complex political aggregation which may have conduced to its doom? I venture to detect a too narrow, and therefore false, insistence on the idea of race. The Roman Empire subsided into a drab level of political uniformity, comfortable for individuals, but conducive to civic apathy and decay. Roman statesmen and poets were unaware of that decay until the advent of barbarian inroads. Indeed, to judge from the latest Latin authors, they were so drugged by a narrow race idealism, so enervated by the laxity of cosmopolitanism, as to be insensible of the catastrophe to their Empire until some years after its foundations had, in fact, been shaken to their base. Taking the second epoch of history from the time when these barbarians, our ancestors, pierced into Europe and into the British Isles, we see the idea of race predominating for centuries over the development of the State. Not only in Scotland, but throughout these Isles, throughout France and Germany, Italy and Spain, we have to deal with true races, that is to say with clans. And these comparatively small human polities were influenced almost wholly by the conservative force of tradition at a time when transit, the levelling force, was precarious. Later, and by degrees, the idea of fixed abode emerges, and you get the country, or *pays*, in the earlier and narrower sense of those terms which I have sought to define. So that you have a Europe of innumerable races pegged down upon innumerable plots: hence feudalism. But the third feature, or force, found in every stage of the State's development, namely, political gravitation, begins to work. The Papacy becomes, in Hobbes' fine phrase, "the ghost of the Roman Empire sitting on the grave thereof." As against that ghostly shadow of an Imperial State, Charlemagne, and many another, planned the construction of a solid Empire. Their designs are reflected, here and there, in the dreams of Arthurian legend.

These two ideals, for all that the first was a fantasy and the second a failure, were in themselves constructive. They precipitated the conflict between the Empire and the Papacy. But neither of them prevailed. Nor were subsequent attempts at further developments of the State attended, during the Middle Age, with any lasting success. The idea of race embodied in countless clans was continuously stiffened as each clan, ceasing to wander, became tied hard and fast to a provincial area in obedience to the idea of fixed abode, so that a multiplex conjunction of the two ideas produced, in the chequer-board of a materialised feudalism, a medium too refractory for the realisation of Empire. The glory of feudalism was in the Crusades; its failure, in abortive attempts at Empire; its disgrace in the 100 Years' War. For in that war, and in others of like origin, the feudal overlord, actuated by dynastic pride, betrayed even the idea of race without accomplishing a further stage in the development of the State. Feudalism, exhausted by abortive political construction, and dishonoured by treachery to its traditional inspiration, proved too intractable to the force of political gravitation. In the first epoch, a narrow interpretation of the race idea exclusively in respect of one race destroyed the traditions of other races, and so weakened the idea of local attachment. Free play was given to political gravitation over a featureless expanse, but only to produce the personal comfort and political languor of cosmopolitanism. In the second epoch, the constructive results of political gravitation were never attained. The wide diffusion of races, sporadically entrenched in a medley of fiefs presented obstacles on which that force expended its main momentum and, for the rest, was deflected towards dynastic ideals unrelated to any true development of the State.

DEVELOPMENT OF NATION-STATES.

It was then at the opening of the third epoch of history that statesmen deliberately fabricated, out of the ruins of Feudalism, the modern Nation-States of the last three or four hundred years. And now, after those years, the fabricated Nation-States, not wholly homogeneous, even within their European frontiers, are, in some cases, notably in our own, exposed to the strain of vast oversea Dependencies. They are called to take up once more the arduous enterprise of initiating a further stage in the development of the State by devising yet another and larger and more complex type of polity. What will that type be? To that question there is, as yet,

no final answer. We can only say what it will not be, unless we consider and shun known errors. Can we harmonise the idea of race with the idea of attachment to a fixed abode, and then apply the stress of political gravitation to these resultant harmonies so equably as to avoid a fatal violence to either idea? At the beginning of the epoch of Nation-States, no single race was co-extensive with a nation. Now, in the last decades of that epoch, in but few instances does any one nation occupy all the territory of a State. We must count on the persistent force of political gravitation. We must consider the successive expansions of meaning in the words *natio*, nation, nationalism, and reflect that what we now call a "nation" may not exhaust the possible developments of that word's meanings. But what do we now call a nation? Of all political terms that is, perhaps, the most equivocal. The Poles are a nation. They speak one language and, broadly, are of one race. But they are citizens of three separate States. The Swiss are a nation. They are the citizens of one State, but they speak at least three languages, French, German, and Italian; they are descended from three Aryan stocks, and probably, if we accept the most recent conclusions of ethnology, also, and in a large degree, from a widely alien non-Aryan broad-headed race, which Professor Ripley calls Alpine, and detects by head-measurements in other mountainous regions of Western Europe. Yet political writers who deplore the partition of Poland because of the Poles' identity of race and language acclaim the nationality of the Swiss despite of diversity in their speech and origin. Mr. Herbert Paul, in a luminous "introductory memoir" prefixed to the "Letters of Lord Acton to Mary Gladstone," gives Lord Acton's view of Nationalism. "By 'Nationalism' Lord Acton meant, as he explains, "the complete and consistent theory that the State and the nation must be co-extensive." Assent and dissent are alike impertinent in the absence of agreement on the meaning of the word "nation." The just use of that word seems a matter rather of feeling than of thought. The French, thanks to the exertions of kings and statesmen, have for centuries been a nation, though the Franks were but one Teutonic clan. Italy, partly through the influence of political writers, has recently become a State co-extensive with a nation. On the other hand, the United Kingdom is not coextensive with our State, and no one nation is coextensive even with the limits of the United Kingdom. You, the Scots, are a nation: the United Kingdom includes but a fraction of the State's territory. With such a choice

before us, we cannot accept the static resultant of political gravitation in a particular place and at a particular time as a permanent index to political truth. Political gravitation is dynamic. The Western State, once embodied in a wandering tribe, or a Greek city, has developed under the stress of that force into, say, the German Empire or the United States of America. We could, of course, use the word nation as a synonym for the citizens of any State at any stage of development. But then it would cease to suggest what most people mean when they speak of nationality. Let us, by all means, revere nationality; but nationality conscious of race diversity in its origin, and inspiring towards a yet more comprehensive ideal but imperfectly realised in the Empire as it is. The sentiment of nationality, however lofty, has, in common with every human sentiment, the defects of its qualities. It may harden into nationalism, and oppose obstacles to the further development of the State. Yet it is not, on that account, to be lightly rejected. Any nation, and, therefore, every nation within the State, needs character, if only to redeem the State from a featureless cosmopolitanism. Character implies legitimate pride. Pride can only be based on the past, and pride in the past is a political virtue. I would, however, advance a view which is not, I believe, paradoxical, though possibly it may court challenge. It is that, for the purpose of assisting the development of the State, pride of race, provided the facts of race be studied and understood, is a better, and a sounder, incentive than pride of nationality. Pride of race is a better incentive, because it refers back to a remoter and so, for the purposes of pride, more honourable past. It is a sounder incentive because it refers with closer accuracy to the earlier and more spontaneous developments of the State. Nationality, however venerable in itself, seems, by comparison with our long descent from many Aryan clans, a political device of relatively recent invention. We are nearer to the truth, though farther from the present, if, putting nationality with all due observance and regard in the second place, we found our political self-esteem chiefly on lineage from one or more of those flashing waves of Aryan onset which reached our shores in succession during many centuries. The several races or strains in a nation enrich it, as they are held to enrich the nature of a man. Fortunately we, whether we be Scots, or English, or Irish, or Welsh, can lay claim to many such strains; perhaps to more than we suspect or readily acknowledge. Yet, if we are to assist at the birth of an organic Empire-State, we must beware of excessive

pride even in race. We may proudly vaunt our lineage. Each man amongst us may claim to represent not one only—that is almost always a mistake—but two, or more, of the high-born and valorous Aryan clans. But too great a pride, however well founded on Aryan descent, may unfit us for playing our part in constructing a State that must embrace many non-Aryan races. Is it certain that our pride in exclusive Aryan descent is wholly well founded? We cannot be quite sure until the infant sciences of ethnology and folk-lore have come to maturity. For the time being we may reflect that the Highland chieftain with a pedigree reaching back to the Ark, the Norman noble, the heir of Milesian tannists, the scion of Welsh Princes may each be forced, by the future advance of these sciences, to admit in his veins some drops of non-Aryan blood. They may have to trace their descent, in some degree, also to neolithic man who, during aeons before their ancestors reached these Isles, patiently exterminated the really large and dangerous species of wild beasts, leaving to our high-born progenitors only such small deer as may minister to the pleasure of the chase. That may, or may not, prove true. But in respect of many inhabitants of these Islands it is antecedently probable. It should not, therefore, be hard for us to avoid the danger of undue insistence on a narrow interpretation of the race idea. We know that many a race has been driven up into our mountains, there to preserve traditions from earlier ages as an Arctic flora is preserved at high altitudes above the sea. We know that many a race has reached our shores from those who, in prehistoric eras, brought bronze and iron, down to the Huguenots, who brought the art of higher manufacture. But these Islands were the uttermost parts of the old world. Here the Westward rambling, whether of conquered or conquering tribes, was stayed at the brink of the Atlantic. And the fittest have survived, whether by moderation after victory or by fortitude after defeat. Within these Islands political virtue has been accumulated from the Stone Age onwards. Our political nature, called insular, has never been isolated. It has been enriched again and again, as the flora of islands is diversified by bird-borne seeds. We are of the highlands and islands, claiming the longest tradition from the peaks of antiquity, the most varied fertilisation from ocean transit.

THE EXAGGERATION OF NATIONALISM.

In order to direct the further development of the State by the light of the past, we must frankly accept features persistently

exhibited in every preceding type of the State. But we must avoid undue emphasis on any one of them. It would be inexcusable to misread the lessons of the most recent epoch. Nationality, the characteristic of the third epoch of Western history, may, if its sentiment be exaggerated, expose the State to danger, either of internal disruption or of arrogance in external relations. Let us revere nationality; let us also recall that all races, and some Empires, can boast a longer existence than Nation-States. The remedy against exaggeration of national sentiment lies in preferring—I would not put it higher—the two ideas, of Empire and of race. But preference even so discreet will not justify complacency. If we insist unduly on the idea of race, we shall relapse into that error which wrecked constructive efforts in the second epoch of history. A too intensive culture of race tradition may frustrate yet again the trend of political gravitation. On the other hand, if we foster the idea of Empire at the cost of race tradition, we shall sink once more into cosmopolitanism and court a recurrence of that catastrophe which concluded the first epoch. I cannot say which of these two excesses may spell the greater danger to the development of the State. We need, for the State that is to be, both the intension of race and the extension of Empire. Perhaps, at a time when facilities of transit are being multiplied and cheapened until they fascinate our imagination and seem to speak with the very voice of the spirit of the age, it is of cosmopolitanism that we should most beware. The spirit of the age is seldom prophetic. A life of polyglot restaurants and international sleeping-cars does not conduce to civic virtue. It laps us in the listlessness of cosmopolitan luxury. It makes for satiety and slumber; and slumber, if unduly prolonged, invites a rude awakening. Here you can help, you of our ancient University. In an age pre-eminently of transit there is greater need for tradition. The tendency towards cosmopolitanism is enforced by the multiplication of facilities for transit. Do not reinforce that tendency. Listen to the spirit of the age, but remember the ages. Yield not an inch to popular clamour which would restrict a University curriculum to applied science and modern languages. Do not abandon the heaped treasure of humanistic learning. We need the influence of facile transit, we need the aids of applied science and modern languages, but we need also the influence of tradition. And that is to be found in the literature and legend of all ages, not in languages and appliances of one time. It must be sought in the classics, in archæology, in comparative

mythology, in ethnology, and in folk-lore, for which Scotland offers a teeming field. These unravel the heart and mind of man. They declare how much of piety towards all the past is needed for faith in any future. Can we have that faith? I say yes, if the idea of race emerging from the crucible of humanistic study shall cease to be a venom in the nation; if the nation, understanding its race complexity, shall conform to ordered co-existence with other nations similarly composed; if the Empire, cherishing the legitimate pride of ancient race, and but humouring the pretension of modern nationality, be absolved from internal antagonism and safeguarded from cosmopolitan decay. The perfected Empire-State of the future, to evoke universal allegiance, must appeal to particular sentiment. Throughout its territories the influence of facilitated transit must provide ever more abundantly all that is useful in the present; but the influence of cultivated tradition must also preserve all that is hallowed from the past. If that can be compassed, if full and equal play shall be given to transit and to tradition, to the horizontal and the vertical forces, whose interaction co-ordinates the progress of mankind, then to every citizen, wheresoever born and from whomsoever descended, the "State" will in deed and in truth become that which, for lack of another name and for love of time-honoured glories, our posterity may still call the British Empire.

B.—The "Daily News" Report.

Mr. George Wyndham, on being installed yesterday as Lord Rector of Glasgow University, addressed the students on "The Development of the State." Starting with the saying of Aristotle that "man is by nature a political animal," he argued that that dealt with man only in relation to the State. But, then, what of the State? His view was that:

"The State must be large enough in contour to fire the imagination of all its citizens with faith in the future; yet to each citizen it must be so near in detail as to evoke piety towards the memorial past."

The words Country, Nation, Patriotism, only began to assume their modern political and national import in the sixteenth century. They revealed two dominating ideas, of attachment to a fixed abode, and of real or fancied consanguinity, in every type of the State constructed in the past by the political animal in obedience to the dictates of his nature.

At the beginning of the epoch of Nation-States no single race was co-extensive with a nation. Mr. Herbert Paul, in a luminous "introductory memoir" prefixed to the "Letters of Lord Acton to Mary Gladstone," gave Lord Acton's view of Nationalism. "By 'Nationalism' Lord Acton meant, as he explained, 'the complete and consistent theory that the State and the nation must be co-extensive.'" Assent and dissent were alike impertinent in the absence of agreement on the meaning of the word "nation."

Mr. Wyndham said he would, however, advance a view which was not, he believed, paradoxical, though possibly it might court challenge. It was that, for the purpose of assisting the development of the State, pride of race, provided the facts of race were studied and understood, was a better and a sounder incentive than pride of nationality. Pride of race, he said, was a better incentive, because it referred back to a remoter, and so, for the purposes of pride, more honourable past. It was a sounder incentive because it referred with closer accuracy to the earlier and more spontaneous development of the State. Nationality, however venerable in itself, seemed, by comparison with our long descent from many Aryan clans, a political device of relatively recent invention.

The several races or strains in a nation enriched it, as they were held to enrich the nature of a man. Fortunately they, whether Scots, or English, or Irish, or Welsh, could lay claim to many such strains; perhaps to more than they suspected or readily acknowledged. Yet, if they were to assist at the birth of an organic Empire-State, they must beware of excessive pride even in race.

The remedy against exaggeration in national sentiment lay in preferring the two ideas of Empire and of race. In conclusion, he warned them against over-estimating the creations of modern civilization in the development of the State. The spirit of the age was seldom prophetic. A life of polyglot restaurants and international sleeping cars did not conduce to civic virtue. It lapped them in the listlessness of cosmopolitan luxury. He warned his hearers against the clamour which would restrict a University curriculum to applied sciences and modern languages, and advised them not to abandon the heaped treasures of humanistic learning.

C.—Précis of the above reported Speech.

1. *The "Standard."*

Mr. Wyndham, Chief Secretary for Ireland, who was yesterday installed as Lord Rector of Glasgow University, delivered an

address on "The Development of the State." The ideal State, he said, must have one grandeur of political design illumined by diverse glories of race achievement. Each step into the future must be illumined by light from the past. They must revere nationality, and let every nation within the State have character to redeem it from featureless cosmopolitanism. He warned his hearers against the clamour which would restrict a University curriculum to applied sciences and modern languages, and advised them not to abandon the heaped treasure of humanistic learning.

2. *The "Times."*

Mr. Wyndham, Chief Secretary for Ireland, was yesterday installed as Lord Rector of Glasgow University, and delivered his Rectorial address, taking as his subject "The Development of the State." The ideal State, he urged, must have one grandeur of political design, illumined by diverse glories of race achievement. Nationality should be revered within its proper limits, and every nation within the State should have character to redeem it from featureless cosmopolitanism. But he held that pride of race was a better incentive than pride of nationality. The several races or strains in a nation enriched it, and fortunately the nationalities included in the United Kingdom could lay claim to many such strains. Mr. Wyndham warned his hearers against over-estimating the creations of modern civilization in the development of the State. A life of polyglot restaurants and international sleeping-cars did not conduce to civic virtue, but tended rather to lap us in the listlessness of cosmopolitan luxury. He repudiated sympathy with the clamour which would restrict a University curriculum to applied sciences and modern languages, and advised the students not to abandon the heaped treasures of humanistic learning.

3. *The "Daily Telegraph."*

Mr. George Wyndham was installed as Lord Rector of Glasgow University. Speaking on "The Development of the State," he urged the students to revere nationality, as every nation within the State should have character to redeem it from featureless cosmopolitanism. A life of polyglot restaurants and international sleeping-cars did not conduce to civic virtue. It lapped us in the listlessness of cosmopolitan luxury. It made for slumber, and slumber, if unduly prolonged, invited rude awakening.

4. *The "Daily News."*

Mr. George Wyndham, in his rectorial address at the University of Glasgow, yesterday, chose for his subject "The Development of the State." He argued that, for the purpose of developing the State, pride of race was a better and sounder incentive than pride of nationality.

If the student will use the daily press in the manner we have used Mr. Wyndham's speech, he will never be at a loss for Exercises in Précis-writing. In the rest of this chapter we limit ourselves to three typical examples.

EXERCISE 7.

UNIVERSITY WOMEN.

A DEFENCE BY A PIONEER IN HIGHER EDUCATION FOR GIRLS.

When I read the somewhat sweeping denunciation of University education for women, one of the first questions that occurred to me was: Is the writer old enough to be able to compare the long-past state of things with the present? for this movement began in the later 'fifties of the last century. My own work as a head mistress, in what would now be called secondary schools, began in 1860, and was carried on till my retirement from scholastic work in 1904.

I was one of the little band of women (with a recognised leader in Miss Emily Davies, who became later the foundress of Girton) who were invited to give evidence before the Royal Schools Inquiry Commission as to the state of girls' education. In after years it was my privilege to work also with later leaders of the movement, as I was the first head mistress appointed for the first school opened by the Public Girls' Day School Company.

One spirit animated those who established these High Schools for girls. We were convinced that the education generally given in average schools was very superficial in its aims and methods, and that these serious defects told not only on the studies but on the character of the pupils; for example, girls were too often urged to fulfil their duties as scholars, not for duty's sake, but to please their teachers or their schoolmistress, and a sickly sentimentality was encouraged which would be absolutely nauseous to the High School girl of the present day.

CRITICS IN THE EARLY DAYS.

The writer of this article says that the movement "was hailed with joy in its beginning." As one of its pioneers I beg to differ from this statement. We had to strive for years against continual opposition, and dire were the prophecies of evils that would fall upon hearth and home if women were better educated, and of the ill-health that serious study would infallibly cause to them. And yet the average woman who is not drawn into the vortex of mere pleasure hunting is undoubtedly healthier and happier than the women of those days whose interests were so curtailed by a general public opinion which decided so confidently that only such and such things came within the sphere of a woman's lawful activities. Even the home arts of dressmaking, embroidery, and cookery have been raised to a higher plane by this movement.

Of course there are some girls who pass through our High Schools without gaining any love for study or any balance of mind or character, but they are certainly in a small minority, and these are not likely to gain scholarships to any university; nor are fathers likely to go to the expense of university education for their daughters unless they have strong intellectual interests.

Once I took a party of assistant mistresses to Cambridge to see the women's colleges. We were shown over the buildings at Newnham by an attractive-looking woman with very pleasant manners. She had been one of my pupils in the Bradford Girls' Grammar School. Her home was a farmhouse on the Yorkshire moors. She gained a scholarship for Girton, and when that expired was allotted another scholarship for scientific research. At the time of our visit she was a lecturer in science at Newnham. She told me that in the long vacation nothing pleased her better than going home to the farm and helping her mother make the butter, etc.

I knew of one mother whose position entailed many important social duties. Her daughter went through the Girton course, and when she returned to home life her mother found she had a valuable helpmate in her, for powers of organisation had been developed in her by the training she had received at Girton.

I have grounds for thinking that the work of the present head mistresses is of a higher character than that of the former generation, for we, alas! did not enjoy the advantages which they have had in preparation for their work.

I am not pleading that the education of the present day is by any means perfect. In some schools too many subjects are introduced, and the work for examinations sometimes takes too prominent a place in the arrangement of the curriculum; but I have always maintained that, the older school teaching being of a superficial type, the pupils thought they were learning subjects of which they had no real grasp, and that now girls really learn what they are taught in an intelligent manner. Is not this a clear moral and intellectual gain? I have no fear that this movement will either be "abandoned" or "reconstructed on very different lines"; but I trust it will grow and develop into a still greater barrier against shallow ignorance and obscuranticism.

MARY PORTER.

EXERCISE 8.

LACE TOWN'S PERIL.

PROBLEM FOR NOTTINGHAM MASTERS AND MEN.

Nottingham, renowned the world over for its skill in lace-making, is crying out that its staple industry is passing into other hands. The parlous condition of the trade is indeed the one topic that engrosses the attention of the citizens, and disappointment is expressed that a rearrangement of prices agreed to by the representatives of the employers and of the men, from which great things were hoped, was recently rejected by a majority of two to one when put before the members of the trade union concerned. Another ballot is to be taken on Saturday, the result of which is looked forward to with interest and anxiety—the points at issue being whether the question of prices shall be reopened, or whether the men's delegates shall withdraw from the joint board of employers and employed known as the General Purposes Committee.

The position of Nottingham in this matter is curious and remarkable, for while the lace-making industry in the city itself is decreasing, the same industry is rapidly growing in the surrounding districts. For this condition of affairs the arrangement relating to remuneration in force in Nottingham is held to be mainly responsible. The prices for work, I am informed on high authority, are, roughly, 40 per cent. higher than those obtaining in the adjacent towns and villages, where the majority of the operatives are outside the trade union, but, on the other hand, it is affirmed that the actual wages earned in the outlying districts are higher because employment there

is more constant, while the productive capacity of the modern machinery laid down by the local employers is greater than that of the older machinery in use in Nottingham itself.

A QUESTION OF WAGES

It may be well here to explain briefly the system of payment which obtains. In the lace-making industry the workers are paid by what is called the "rack," a rack consisting of 1,920 motions of the machine. Now it is obvious that the more productive the machine the greater the results to the worker on this system, and I am informed while the capacity of the Nottingham machines is from 180 to 250 racks per week, that of the modern machines in use outside is from 220 to 300 racks. In Nottingham the prices per rack range from 5½d. to 1s., against prices running from 4½d. to 6½d. in the adjacent districts; yet it is declared by men whose interests lie with the workers that owing, as I have said, to the more constant employment obtaining in the latter and the greater productiveness of the lace-making machines, the earnings of the workers in such places as Long Eaton are higher than those of the Nottingham operatives.

Meanwhile, out of the 2,000 effective Nottingham members of the Lace Makers' Society, 369 men have been entirely out of work for the past twenty-one weeks, while many more have been only partially employed during that period.

The Nottingham manufacturers affirm that it is impossible to compete with the outside districts in view of the great divergence in the cost of labour, and especially as precisely the same lace is produced both in Long Eaton and in Nottingham itself, experts being unable to discern the difference when confronted with specimens of both.

DEFYING FOREIGN COMPETITION.

Some of the most intelligent members of the Lace Makers' Society admit this to be the case, and in certain classes of goods the competition of Lyons is felt, the wages in that great centre being 5 sous, or 2½d. a rack, compared with 5½d. to 9d. paid in Nottingham. But in spite of foreign competition, there has been great development in the small centres lying around the city, and to-day there are said to be 3,000 hands working Levers' machines in the districts within a radius of sixteen miles of Nottingham, and only 1,300 in the city itself.

The obvious question that arises in one's mind on hearing the case

presented is, why do not the Nottingham manufacturers scrap their old machinery and instal the latest and most efficient machines in its place? To this the manufacturers reply that with the conditions of payment for labour that now exist they would be unable to obtain a return on their capital outlay. A reduction of 15 per cent. on all new machines installed was offered by the operatives, but this reduction, it is maintained, would be altogether inadequate, since the rate for working them would be 9½d. per rack compared with 6d. or even less in the outside districts.

On the other hand it is charged against the manufacturers that they have not been so enterprising in the past as they might have been, and that they have neglected opportunities of capturing certain classes of trade which are now carried on extensively on the Continent. The head of a well-known firm of machine builders, Mr. Ernest Jardine, has declared that it is absurd to attempt to bolster up the Nottingham lace trade with the present obsolete machines, and that if the manufacturer contends that he is not in a position to buy machinery it means that he is no longer in a position to hold the trade, no matter what concession is made to him. Mr. Jardine, however, considered that the men should offer a greater reduction than 15 per cent. on lace made on new machines, but expressed the hope that they would make no concession on the prices paid for working old machines, since that would only tend to perpetuate the existing deplorable state of affairs.

PALMY DAYS VANISHED.

Twenty years ago I am told the wages of Nottingham lace-makers were as high as £6 and £7 a week, and the profits of the employers ranged up to a hundred per cent. To-day if a man is working full time he may earn from £2 10s. to £4 a week in Nottingham, while in the outside districts £2 to £3 a week is considered satisfactory pay. The hours worked in any case are long and inconvenient. Two men go to a machine, each working ten hours per day. The first shift goes on at four a.m. and works till nine a.m., when the second shift arrives and remains until one p.m. Shift No. 1 then returns and remains until six p.m., when its place is taken by shift No. 2, which remains till midnight.

It is not unreasonable that work carried on under these conditions should be decently paid, and the contention of those who voted against the terms arranged by the representatives of masters and men is that if Nottingham reduced its prices the outside districts

would follow suit, and that the last state of the Nottingham workers would be worse than their first.

On the whole, however, my inquiries lead me to the conclusion that the weight of evidence is against the present system of prices, and this view is taken by a special commissioner of the *Nottingham Daily Express*, who made an able and exhaustive investigation of the condition of the industry. On the other hand, it is difficult to imagine that the introduction of modern machinery would not to some extent at all events have mitigated the evils that have arisen.

A leading manufacturer, whom I have seen, asserts that the arrangement arrived at by the General Purposes Committee is absolutely binding on the men, as the rules previously agreed upon—which the manufacturers offered to submit to any recognised labour leader for approval—are emphatic on that point. The men's delegates, however, he added, asked to be allowed to submit the new price card to their constituents, so that the general body of members of the society should take the responsibility of approving them, and the result was that they were rejected by a huge majority.

What may be the result of the fresh ballot it is impossible to predict, but the situation is essentially one that calls for prudent counsels and well-considered action.

Exercise 9.

BOOKS OF THE DAY.

By W. L. Courtney.

ADMIRAL COLIGNY.

No figure at once more important, more interesting, and more melancholy is to be found in the pages of history than that of Gaspard de Coligny, Admiral of France. His personality is set in a background of pathos. For the annals of the rise and decline of Huguenotism in France contain a mournful record—one of those episodes in the history of a nation which, if the issue had been otherwise than it was, would have permanently altered its character. Supposing, for instance, that the Huguenot ideals had prevailed in the sixteenth century, supposing that Coligny and his coadjutors had been successful, the future of France would have been so entirely alien from what we know it that, for instance, the contemporary strife between the Republic and the Catholic Church would have

been impossible. Huguenotism had great chances, for it enrolled on its side several of the noblest families of France, and included in its ranks great generals and leaders of men. But it was never so powerful as the Monarchy, or, rather, never so influential as the idea of Monarchy, which remained at that time, and for several years later, the ruling principle in French politics. The Monarchy, represented even by such degenerate specimens as the Valois kings, when combined with a Catholic reaction engineered by Jesuits, proved of greater force and efficiency than all that the Condés and the Colignys could do.

Apart from the general conditions of the time, the character of Coligny himself presents us with odd paradoxes and contradictions. Mr. A. W. Whitehead has produced an exceedingly interesting and well-written monograph on this Huguenot hero, in which most of the leading facts are illustrated and our historical judgments controlled by a wide and comprehensive view of national development. It is a good piece of writing, this book about Coligny. It is careful and judicious, and shows on not a single page the hasty dogmatism or intolerance of youth. But the figure of Coligny himself is more interesting than anything we can say about him. He was essentially a religious man, of the most simple and primitive type, and yet he was compelled to do one or two barbarous things. He had every respect for the principle of kingship in France, and yet his policy led him into antagonism with the Valois dynasty. He was a great patriot, believing in France and all her internal resources; and yet, over and over again, he had to call to his aid foreign auxiliaries from Germany and from England in order to overpower his own countrymen. He was at once a stern and a merciful man; an enthusiast, an idealist, and yet almost savagely practical. He believed in family feeling, and yet for many years he had to serve in an opposite camp to his uncle, the Constable. And the latest champion of his policy, Henry of Navarre, sacrificed all that the admiral had fought for when he declared that Paris was "well worth a mass," and changed his Protestant religion for that of the Roman Catholic.

Mr. Whitehead draws an interesting parallel, in a few pages in one of his concluding chapters, between Coligny and Oliver Cromwell. In any such comparison we must make all the necessary deductions that are due to the different eras in which the two heroes lived. Coligny, in the sixteenth century, was the first of the great Protestant statesmen, just as Oliver Cromwell, in the

seventeenth century, was practically the last. A Huguenot was a gentler thing than a Calvinist, and not quite so rigorous as an English Puritan. For instance, Coligny, inheriting some of the influences of the Renaissance, cultivated letters and art in his country seat at Châtillon. He had none of that blind Nonconformist energy against things of beauty which represents one of the most serious limitations of the Puritan intelligence. Coligny's position in France was quite different from that of Oliver Cromwell in England. The first was backed by the nobility, and only in a secondary degree by the people; Cromwell had the immense advantage of being the representative and champion of the middle classes, which have left such broad marks upon the development of English life. Thus Coligny was often distracted by family feuds and the rivalry of different aristocratic houses. Cromwell's weapon, when once forged, was directed with unerring effect against the Cavaliers who supported the throne of Charles. Both were great soldiers, but Cromwell was infinitely the more successful in war. Coligny had the reputation of winning small engagements and losing big battles. Cromwell's successes were almost continuous and overpowering. But when we come to the wider issues of statesmanship Coligny is at least on a par with the great English Puritan, if he is not in some respects his superior. Two things above all marked the national strategy of the Huguenot chieftain. The first is a great Colonial policy: he wished to extend the dominions of his native country across the seas. The second is the truly national policy of opposition to Spain. If Coligny had had his way he would have cemented a great Protestant alliance between England, Germany, and France against Philip II. and his instrument, Alva. Elizabeth failed him over and over again, and there was a good deal of difference between the French Huguenot and the German Lutheran. Thus Coligny's career is anything but a success, and yet he has left a name second to none amongst the great religious leaders of mankind.

Especially valuable in Mr. Whitehead's book is his clever disentanglement of the complex threads which surround notorious incidents like the murder of Francis, Duke of Guise, and the great massacre of St. Bartholomew. One of the accusations which were always flung in Coligny's teeth was that he had a good deal to do with the murder of the Duke of Guise. No doubt there was a keen rivalry between the pair, and the death of the Catholic leader was a great gain for the cause of the Huguenots. But as a mere matter

of policy, any share on the part of Coligny in the action of Poltrot is almost out of the question. Poltrot was a Huguenot spy, and Coligny confessed as much. He had given him money on one or two occasions, but there is very little real evidence to prove that he urged his unscrupulous agent to take the life of the Duke of Guise. On this point the character of Coligny emerges almost without shadow of blame. Equally clear is it to us, who stand at the advantage of several centuries of distance, that there was no kind of Huguenot plot in Paris which could justify the brutal massacre of St. Bartholomew. It was natural enough that Catherine de' Medici should urge the existence of some such plot in order to induce the wretched, hysterical Charles IX. to set his seal to the murder; but so far as we can discover, the Huguenot chieftains enjoying the hospitality of the Court were in no position and had no desire to form a dastardly intrigue against the Queen-Mother and their King. Catherine, no doubt, had a difficult part to play between the Guises and the Huguenots, and she was afraid of both; most of all, she suspected that Coligny's influence over Charles IX. would alienate her son from her side. Probably the St. Bartholomew massacre was a sudden inspiration of malevolent genius, while the murder of Coligny was one of the worst of the Queen's crimes. Massacres, as a rule, neither prove anything nor produce the results that are expected; yet, through a combination of different causes, the "red bridals" of Henry of Navarre and Margaret, together with their sequel in the Parisian streets, succeeded in crushing Huguenotism. At all events, they ended the career of one of the heroes of France, adding the lustre of martyrdom to the fame of a great national leader. Mr. Whitehead's pages form a valuable contribution to our knowledge of the famous Admiral—champion of a lost cause, advocate of a faith which was not destined to prevail, but throughout a man of light and leading, whose memory will always be kept alive by the historians of Protestantism.

CHAPTER IV.

THE LONDON UNIVERSITY MATRICULATION EXAMINATION.

Précis-writing was introduced into the London Matriculation Examination for the first time in September, 1902; and since that date it has formed an important part of the English paper.

The character of the examination can scarcely as yet perhaps be regarded as settled. In the earlier papers the Examiners asked the candidates to make a précis of official correspondence very similar in kind to the documents met with in Civil Service examinations. More recently the Examiners have given the outlines of a précis on some historical or geographical subject and have asked the candidates to develop it, or have given some lengthy prose extract and have asked them to state under one heading or title, with sub-headings, the purport of its various divisions and to make a précis of the extract, giving the substance of it without any superfluous details.

We give an example of each type. At the end of this chapter will be found model solutions to three of these exercises. We advise the student to work through the exercises and subsequently compare his result with our version.

EXERCISE 10.

(*Set as part of the English paper at the London Matriculation Examination, September* 1902. *Time allowed, about* 1½ *hour.*)

Write out in your own words a précis of the following letters, which relate to the appointment of Lord Malmesbury, in 1796, as our plenipotentiary in Paris, and to his negotiations with the Directory. The précis should give in a concise form a continuous narrative, readily intelligible without reference to the original documents, embracing the essential facts and those only.

1.

Lord Malmesbury, who is appointed by the King to treat with the French Government for a just and equitable peace, calculated to restore repose to Europe, and to ensure the public tranquillity for the time to come, will have the honour of delivering this letter from me to M. Delacroix. The distinguished rank and merit of the Minister of whom His Majesty has made choice on this occasion makes it unnecessary for me to say anything in his recommendation; at the same time that it furnishes a fresh proof of the desire of His Majesty to contribute to the success of this negociation; for which object I entertain the most sanguine wishes. Monsieur Delacroix will have the goodness to accept from me the assurance of my most perfect consideration.

(Signed) GRENVILLE.

Westminster, Oct. 13, 1796.

To the Minister for Foreign Affairs at Paris.

2.

Lord Malmesbury, named by His Britannic Majesty as his plenipotentiary to the French Republic, has the honour to announce, by his secretary, to the Minister for Foreign Affairs, his arrival at Paris; and to request of him, at the same time, to be so good as to appoint the hour at which he may wait upon him, for the purpose of communicating to him the object of his mission.

Paris, Oct. 22, 1796.

To the Minister for Foreign Affairs.

3.

The Minister for Foreign Affairs has the honour to apprise Lord Malmesbury, commissioner plenipotentiary of His Britannic Majesty,

that he has received from the Executive Directory the necessary powers for negociating and concluding peace between the Republic and His Majesty.

To-morrow, if Lord Malmesbury pleases, the respective powers shall be exchanged. The Minister for Foreign Affairs will then be ready to receive the propositions which Lord Malmesbury is commissioned to make to the Republic on the part of His Britannic Majesty.

The Minister for Foreign Affairs requests Lord Malmesbury to accept the assurances of his high consideration.

(Signed) CH. DELACROIX.

2 *Brumaire, An* 5 (*Oct.* 22, 1796).

4.

Lord Malmesbury has the honour to present his acknowledgments to the Minister for Foreign Affairs for the communication which he has just made to him, and he will have the honour to wait upon him to-morrow, at the hour which he shall have the goodness to appoint, to receive the copy of the full powers with which he is furnished on the part of the Executive Directory; and as soon as they shall have been exchanged, he will be ready to commence the negociation with which he is charged. He requests the Minister for Foreign Affairs to accept the assurances of his high consideration.

(Signed) MALMESBURY.

Paris, Oct. 23rd, 1796.

5.

Extract from the Register of the Decrees of the Executive Directory.

The Executive Directory having heard the report of the Minister for Foreign Affairs,

The citizen Charles Delacroix, Minister for Foreign Affairs, is charged to negociate with Lord Malmesbury, commissioner plenipotentiary of His Britannic Majesty, furnished with full powers to prepare and negociate peace between the French Republic and that Power, and to conclude it definitely between them. The Directory gives to the said minister all powers necessary for concluding and signing the treaty of peace to take place between the Republic and His Britannic Majesty. He shall conform himself to the instructions which shall be given him. He shall render a regular

account, from time to time, of his progress, and of the issue of the negociation.

(Signed) L. R. REVEILLERE LEPEAUX.

(A true copy.)

6.

Memorial.

His Britannic Majesty, desiring, as he has already declared, to contribute, as far as depends on him, to the re-establishment of public tranquillity, and to ensure, by means of just, honourable, and solid conditions of peace, the future repose of Europe, is of opinion that the best means of attaining that salutary end will be to agree, at the beginning of the negociation, on the general principle which shall serve as a basis to the definitive arrangements.

The first object of negociations for peace generally relates to the restitutions and cessions which the respective parties have mutually to demand, in consequence of the events of the war.

Great Britain, from the uninterrupted success of her naval war, finds herself in a situation to have no restitution to demand of France, from which, on the contrary, she has taken establishments and colonies of the highest importance, and of a value almost incalculable.

But, on the other hand, France has made on the continent of Europe conquests to which His Majesty can be the less indifferent, as the most important interests of his people, and the most sacred engagements of his Crown, are essentially implicated therein.

The desire of the King to restore repose to so many nations induces him to consider this situation of affairs as affording the means of procuring for all the belligerent Powers just and equitable terms of peace, and such as are calculated to insure for the time to come the general tranquillity.

It is on this footing, then, that he proposes to negociate, by offering to make compensation to France, by proportionable restitutions, for those arrangements to which she will be called upon to consent, in order to satisfy the just demands of the King's allies, and to preserve the political balance of Europe.

(Signed) MALMESBURY,
Minister Plenipotentiary from His Britannic Majesty.

Paris, 24 *October* (5 *Brumaire*), 1796.

7.

Extract from the Register of the Deliberations of the Executive Directory.

Paris, 5 Brumaire, 5 year of the Republic, one and indivisible.

The Executive Directory sees with pain, that at the moment when it had reason to hope for the speedy return of peace between the French Republic and His Britannic Majesty, the proposal of Lord Malmesbury offers nothing but dilatory or very distant means of bringing the negociations to a conclusion.

[The document goes on to state that Lord Malmesbury's words point to the necessity of holding a general congress, a proceeding that might involve interminable delay. It hints that the British Government has a double object in the negociations—to prevent, by means of general propositions, the partial propositions of other Powers, and to obtain from the people of England the means of continuing the war, by throwing upon the French Government the odium of a delay for which English ministers are responsible. Finally, the Directory considers the principle laid down by the British Government as inadequate.]

8.

[In a Note addressed to the Executive Directory Lord Malmesbury, passing over the "offensive and injurious insinuations" contained in the foregoing document, answers that the delay complained of was unavoidable, being due to the necessity of ascertaining from home the views of the allies of Great Britain; that he had never led the French authorities to believe that he had power to do anything more than to negociate and conclude the peace, the form and conditions of which could only be prescribed by a general congress of the allied forces. It was to prepare the way for such a congress that he had laid down the principle of compensations, in regard to which principle he complains that the French Government had returned him no answer of any kind. *En passant* he affirms that the English King had, at the beginning of the campaign, given the French Government a striking proof of his disposition to treat with it on a just and equitable basis.]

9.

The undersigned is charged by the Executive Directory to invite you to point out, without the smallest delay, and expressly, the objects of reciprocal compensation which you propose.

He is moreover charged to demand of you, what are the dispositions to treat, on a just and equitable basis, of which His Majesty, the Emperor and King, gave to the French Government so striking a proof, at the very commencement of the campaign. The Executive Directory is unacquainted with it. It was the Emperor and King who broke the armistice.

(Signed) CH. DELACROIX.

Paris, 22 *Brumaire* (*Nov.* 12).

10.

The undersigned does not hesitate a moment to answer the two questions which you have been instructed by the Executive Directory to put to him.

The memorial presented this morning by the undersigned proposes, in express terms, on the part of His Majesty the King of Great Britain, to compensate France, by proportionable restitutions, for the arrangements to which she will be called upon to assent, in order to satisfy the King's allies, and to preserve the political balance of Europe.

Before the formal acceptation of this principle, or the proposal on the part of the Executive Directory of some other principle, which might equally serve as the basis for a negociation for a general peace, the undersigned cannot be authorised to designate the objects of reciprocal compensation.

As to the proof of the pacific dispositions given to the French Government by His Majesty, the Emperor and King, at the opening of the campaign, the undersigned contents himself with a reference to the following words contained in the note of Baron D'Engleman on the 4th of June last :—

"The operations of the war will in no wise prevent His Imperial Majesty from being every ready to concur, agreeably to any form of negociation which shall be adopted, in concert with the belligerent powers, in the discussion of proper means for putting a stop to the further effusion of blood."

This note was presented after the armistice was broken.

MALMESBURY.

Paris, Nov. 12, 1796.

(11)

Note.

The Court of London, having been informed of what has passed, does not think it necessary to add anything to the answer made by the undersigned to the two questions which the Directory thought proper to address to him.

That court waits therefore for an explanation of the sentiments of the Directory, with regard to the principle it has proposed as the basis of the negociations.

The undersigned has, in consequence, received orders to renew its demand of a frank and precise answer on this point, in order that his Court may know with certainty whether the Directory accepts that proposal; or desires to make any change or modification in it; or lastly, whether it would wish to propose any other principle that may promote the same end.

MALMESBURY.

Nov. 26, 1796.

(12)

In answer to the note delivered yesterday the undersigned minister for foreign affairs is instructed by the Directory to observe, that the answers made on the 5th and 22nd of last Brumaire contained an acknowledgment of the principle of compensation, and that the undersigned now makes a formal and positive declaration of such acknowledgment.

In consequence, Lord Malmesbury is again invited to give a speedy and categorical answer to the proposal made to him on the 22nd of last Brumaire, which was conceived in these terms: "The undersigned is instructed by the Executive Directory to invite you to designate without the least delay, and expressly, the objects of reciprocal compensation which you have to propose."

CH. DELACROIX.

Paris, Nov. 27.

(13)

The undersigned minister plenipotentiary of his Britannic Majesty, in answer to the note dated this morning, which was sent to him by the minister for foreign affairs, hastens to assure him that he will not delay in communicating it to his Court, from which

he must necessarily wait for further orders, before he can explain himself upon the important points which it contains.

(Signed) MALMESBURY.

Paris, 27th Nov., 1796.

[A "Confidential Memorial," dealing with the points upon which the French Minister had asked for information, having been received from England by Lord Malmesbury and forwarded by him to the Directory, the French Foreign Minister replies as follows :—]

14.

The undersigned minister for foreign affairs is charged by the Executive Directory to answer Lord Malmesbury, that the Executive Directory will listen to no proposals contrary to the constitution, to the laws, and to the treaties which bind the Republic.

And as Lord Malmesbury announces at every communication, that he is in want of the opinion of his Court, from which it results that he acts a part merely passive in the negociations, which renders his presence in Paris useless ; the undersigned is further charged to give him notice to depart from Paris in eight-and-forty hours, with all the persons who have accompanied him, and to quit, as expeditiously as possible, the territory of the Republic. The undersigned declares moreover, in the name of the Executive Directory, that if the British cabinet is desirous of peace, the Executive Directory is ready to follow the negociations by the reciprocal channels of couriers.

(Signed) CH. DELACROIX.

Paris, 19*th Dec.*, 1796.

15.

Lord Malmesbury hastens to acknowledge the receipt of the note of the Minister of Foreign Affairs, dated yesterday. He is preparing to quit Paris to-morrow, and demands in consequence the necessary passports for himself and his suite.

He requests the Minister for Foreign Affairs to accept the assurances of his high consideration.

Paris, 20*th Dec.*, 1796.

Exercise 11.

(*Set at London Matriculation Examination, June* 1903. *Time allowed,* ½ *hour.*)

Make a précis of the following letters, etc. :—

LEEWARD ISLANDS.

1.

Acting-Governor Melville to Mr. Chamberlain.

(Telegram.) *August* 10*th*, 1899.

Regret to report have received information from Montserrat, stating island completely devastated by hurricane, 7th August; every church and chapel completely destroyed; all buildings destroyed or damaged; 74 deaths reported up to the present time; whole country homeless. Suggest Mansion House Relief Fund should be started at once.

2.

Colonial Office to Treasury.

Sir, *August* 11*th*, 1899.

I am directed by Mr. Secretary Chamberlain to transmit to you, to be laid before the Lords Commissioners of the Treasury, a copy of a telegram, which has been received from the Officer Administrating the Government of the Leeward Islands, reporting that the Colony under his government has been visited by a hurricane which has caused much loss of life and property.

As their Lordships are aware, under ordinary circumstances Mr. Chamberlain is most desirous of holding to the rule that the expenditure in these Islands should be kept as low as possible, in order to lighten the burden on the Imperial Exchequer, but, in the circumstances disclosed by this telegram, he feels that it is necessary to make an exception, if great suffering and possibly even loss of life are to be avoided. He, therefore, proposes with their Lordships' concurrence, to authorise the Officer Administering the Government by telegram to expend a sum not exceeding £500 for relief in Montserrat and, if absolutely necessary, a further sum not exceeding £500 for relief in the other islands visited by the hurricane.

I am to request the favour of a reply at their Lordships' earliest convenience.

Mr. Chamberlain is not yet in a position to decide whether or not the Acting-Governor's suggestion, that a Mansion House Fund should be opened, should be conveyed to the Lord Mayor.

I am, etc.,
C. P. LUCAS.

3.

Treasury to Colonial Office.

Sir, *August 12th*, 1899.

As requested by Mr. Secretary Chamberlain in Mr. Lucas's letter of the 11th instant, the Lords Commissioners of Her Majesty's Treasury concur in the proposal to authorise the Officer Administering the Government of the Leeward Islands by telegram to expend a sum of £500 for relief in Montserrat, and (if absolutely necessary) a further sum not exceeding £500 for relief in the other islands visited by the hurricane.

I am, etc.,
FRANCIS MOWATT.

4.

Mr. Chamberlain to Acting-Governor Melville.

(Telegram.) *August 12th*, 1899.

In answer to your telegram of 10th August, deeply regret to learn distress and loss of life caused by hurricane in Montserrat and other islands. You are authorized to expend sum not exceeding £500 for relief Montserrat, and, if absolutely necessary, an equal amount for relief of other islands. Fear it might be of little avail to suggest Mansion House Fund unless necessity most urgent, as to which I await further information.

5.

Acting-Governor Melville to Mr. Chamberlain.

(Telegram.) *August 14th*, 1899.

Further intelligence received from Montserrat: £10,000 required to feed destitute population; 1000 want medical assistance.

6.

Mr. Chamberlain to the Lord Mayor.

My Lord Mayor, *August 14th*, 1899.

Your Lordship will have already noticed, through telegrams which have been communicated to the newspapers, that some of the West Indian Islands have been visited by a hurricane, and that among the islands which have suffered are British Colonies in the Leeward Islands group, and especially the island of Montserrat.

A week has passed since the disaster took place, and though the first telegram received from the Acting-Governor on the 10th inst. asked that a Mansion House Relief Fund should be started at once, I deferred communicating with your Lordship in the hope that later news might indicate that it would not be necessary to repeat the appeal, which you made on behalf of the West Indian Colonies in September last. There is no submarine cable to the island of Montserrat, and up to date full particulars have not been received, but such details as have been given point to great loss of life and to want of food and clothing for several thousands, while in the island of St. Kitts it is stated that 3000 people are homeless. Under these circumstances, I do not feel justified in further postponing an appeal to you to invite public subscriptions on behalf of the sufferers in the Leeward Islands, and I would wish to emphasise the fact that the islands which have suffered this year, as much as, or even more than, those which suffered last year, were already from other causes impoverished and distressed; that their administration has only been carried on with Imperial aid; and that poor relief has been a growing charge against falling revenues. Montserrat, in particular, has been year after year subject to visitations of various kinds, and I have already on a previous occasion been forced to enlist the aid of the Mansion House on its behalf.

Should your Lordship see fit to open a fund on the present occasion, I venture to hope that, in view of the pitiful succession of calamities which have befallen our West Indian Colonies, the appeal may meet with a speedy and liberal response.

I remain, etc.,

J. CHAMBERLAIN.

EXERCISE 12.

(*Set at London Matriculation Examination, September* 1903. *Time to be taken for Précis and Summary, about* 1 *hour.*)

(*a*) *Précis.*

Throw into the form of a précis, or continuous narrative, the following summary of events; and add a short note explaining the circumstances in which the Long Parliament met:—

A.D. 1640.—The Long Parliament meets in November. Attack on King's Ministers. Impeachment of Strafford. Arrest of Archbishop Laud.

1641—Feb.—Triennial Bill passed.

March.—Trial of Strafford.

April-May.—The charges against Strafford not amounting to high treason, he is charged under a Bill of Attainder and executed.

Bill providing against adjournment or dissolution of Parliament without its own consent.

June.—Ship money declared illegal. Courts of Star Chamber and High Commission abolished.

Sept.-Oct.—Recess of Parliament.

Nov.—Grand Remonstrance presented to the King. Division between Cavaliers and Roundheads first appeared.

1642—June.—Attempted arrest of five Members. Commons demand control of Militia.

May.—Falkland, Hyde, and a number of Peers and Members of Commons secede to the King.

July 12.—Army raised for the "Defence of King and Parliament." Essex made Captain-General.

Aug. 22.—Charles raises Royal Standard at Nottingham.

(*b*) *Summary.*

Write a very concise summary of the following passage, arranging the matter in sections under suitable headings; and, in a brief note, explain what two series of events are alluded to in the first paragraph. (N.B.—The plays of Shakespeare referred to are "Richard III.," "Henry IV.," "Henry V.," and "Richard III.";

and the novels of Scott are "Waverley," "Rob Roy," "Old Mortality," "A Legend of Montrose," "The Abbot," "Peveril of the Peak," "Redgauntlet," and "Woodstock.")

Scott and Shakespeare are the two poets of English History, standing out by themselves in strong relief, dealing each with a particular series of events starting from the same cause, a disputed succession to the crown, and both equally well adapted for poetic treatment.

Scott's execution of this labour of love is a masterpiece of art, and it is, we think, in these novels that posterity will recognise his greatest work. We do not mean to say that his best novels are to be found among the number, but that, regarded as the presentation of one long drama, complete within itself and capable of being detached from the rest of the series without injury to any part of it, they remain the most brilliant and enduring monument of his genius. Scott made this great story his own, and has stamped upon it the impress of his own mind in characters which will never fade. The House of Stewart, like one of the old royal houses of ancient Greece, seemed to lie under the curse of some avenging Deity, with which the virtues of individuals, the gallantry and self-devotion of knights and gentlemen, contended in vain. Scott has worked up these elements into one great poem with skill and tact, with breadth of sympathy and warmth of imagination.

In glancing briefly at the general characteristics of these novels, we should prefer to take them in their historical order, beginning with "The Abbot" and ending with "Redgauntlet." The career of Mary strikes the keynote of the whole; and her embarkation on board the vessel which conveys her out of Scotland seems in a manner to foreshadow and to typify the embarkation of Charles Edward and Redgauntlet on board the vessel that was to carry them to France: the beginning and the end of "an auld sang." In the story of "The Abbot" Scott had perhaps a more difficult task to perform than in any of the Stewart series. What he himself thought about the Queen has long been the common property of all his admirers. He refused to write her Life because he did not like to tell what he thought the truth about it. Yet in the pages of "The Abbot" he is at little trouble to conceal it; though the manner of its revelation is one of the most wonderful monuments of Scott's literary skill which he has bequeathed to us.

EXERCISE 13.

(*Set at London Matriculation Examination, January*, 1904. *The time taken should be about* $1\frac{1}{4}$ *hours.*)

PRÉCIS.

(*a*) Construct from the following notes, as well as from your own knowledge, as good an account as you can of the geography of Austria-Hungary.

Austria-Hungary, a monarchy. Largest country in Europe, except Russia. Remarkable for great variety of configuration, climate, races, languages, and governments.

Boundaries: Russia, Germany, the Adriatic, etc.

Mountain Systems: Alps, Carpathians, Bohemian and Moravian ranges.

Plains: Lower Austria, Hungary, and Slavonia.

Rivers: Danube, Dniester, Adige, Vistula, Elbe.

Gulfs: Trieste, Quarnero, Cattaro.

Population: Germans, Slavonians, Roumanians, Magyars, etc.

Cities: Resources—Trade—Internal Communications.

SUMMARY.

(*b*) Summarise the contents of the following, under a main, and under subordinate heads, and add brief historical notes showing that you apprehend clearly the circumstances of the case set forth:—

The wide popularity which was so rapidly won by the Genevan Bible [1560] had two important results: it undermined the titular authority of the Great Bible [1539], which, beyond all doubt, was inferior to it as a translation; and it forced Archbishop Parker into the endeavour to supersede it by a Bible whose excellence might deserve to be stamped with the hall-mark of Church and State. To have silently acquiesced in the free circulation of the Genevan Bible, side by side, not only with the Great Bible, but with Coverdale's and Matthew's Bibles, would have been to condone a medley of authorities that fell but little short of spiritual chaos. It must be borne in mind that our great Tudor Queen, whose sagacity was always alert to discern and recognise

> The limits of resistance, and the bounds
> Determining concession,

differed altogether from Henry the Eighth in her attitude, during the first period of her reign, towards the current English versions of the Scriptures. Firmly opposed to whatever she considered dangerous to the cause of order, or to the supremacy of the crown, she saw no reason to interfere between one Bible and another. She would have no version "either abled or disabled." She would be the leader of no particular section of her subjects, but the Queen of England. Left to itself, it was inevitable that the Genevan should, on its merits, dethrone the Great Bible; yet it was plainly impossible for Convocation to erect the Puritan book into a standard version, or to obtain the Queen's authorisation of an annotated Bible so undisguisedly associated with the names of Calvin, whom she detested, and of Knox, whom she detested still more.

His own love of uniformity, if nothing else, would sooner or later have caused Parker to address himself to a task which, if there was to be any finality in the interpretation of, and the appeal to, Scripture, must inevitably be undertaken. Accordingly, about the year 1563-4 he set himself to organise a select revision committee, and inasmuch as the majority of them were taken from the Episcopal bench, the version for which they were responsible became known to history as the Bishops' Bible [1568].

Exercise 14.

(*Set at London Matriculation Examination, June* 1904. *Time required, about* 1 *hour.*)

(i) Make an Abstract of the following passage, indicating in a form suitable for a title or heading (*a*) its general subject, (*b*) the particular subject of each paragraph.

(ii) Upon the lines of this Abstract write a Précis, or account in brief, giving the substance of the passage without anything superfluous.

Grotius [1583-1645] gives in his book *De Jure Belli* a very definite statement as to the prevailing[1] sentiment. At the devastation of a province or the capture of a city, he thinks it right that children, women, old men, clergy, farmers, merchants, and other non-combatants, should be spared. He allows that tradition and senti-

[1] *Viz.* respecting the treatment of a conquered people.

ment are against him, but he claims to be speaking of the newer spirit. Speaking as a lawyer, bound by tradition, he has to admit the right of the victor to slay all prisoners taken in arms, but he thinks that if heathen they might be more wisely enslaved, and if Christian they ought to be only held to ransom. It was not till another century had gone by that the feeling of Europe was absolutely clear and definite about the matter, and that Montesquieu [1689-1755] was able to say without reserve that "slaughter of prisoners made after the heat of action is now condemned by every civilised nation."

If one wishes to see clearly how far the new sentiments had travelled, let him compare the civil war of Cavalier and Roundhead with the war of Stephen and Matilda five centuries before, or even with the Wars of the Roses half-way between. He will find an almost complete absence of the earlier ferocity. Men make war with grave regret; it is not the aim and object of life, but a sad necessity reluctantly complied with. Non-combatants are as little as possible molested, and property is rarely destroyed in wantonness or in malice.

On the Continent the progress was somewhat slower; still, it went forward; and Niebuhr says that the devastation of the Palatinate by the troops of Louis the Fourteenth was the last instance of the old practice whereby the houses, crops, and every kind of property throughout a fertile province were burnt, and the inhabitants turned out as homeless wanderers.

But, of course, the greatest contrast between the seventeenth century and the seventh is found in the growth of a huge civil population. Every man of the seventh century was trained to arms. He had to be so trained. It was his only chance of prospering, and thus it became his only pride. In the seventeenth century not one man in a dozen had been in any way trained to arms or taken part in warfare. Great bodies of men had learnt to live in absolute peacefulness among themselves, and this alone was a clear mark of a huge alteration in warlike sentiments effected in the intervening thousand years.

Now make the final transition to the England of our own time. For two and a half centuries her soil has been practically free from war; for a century and a half it has been absolutely free from it. Scotland and Ireland have been very nearly as long undisturbed by conflicts. It now appears that forty millions of people can live at absolute peace among themselves in a land where, ten centuries ago,

our ancestors of the Heptarchy spent their whole lives in fighting each other, till, as Milton says in his history of those unlovely times, the tangle of feuds and wars, murders and devastations, became too sickening to be recorded. If we contrast the present habit of going unarmed and never dreaming of the need of arms, with the dire necessity of those days, when his weapons were a man's constant companions, we can see how far the race has travelled on the road to peace. So, if we wish to see how far it has travelled on the way to humanity, think with what gusto our ancestors slew the wounded on the field of battle, and then consider how the army-surgeon—an invention of the last two centuries—cares for the wounded of the enemy with almost as much solicitude as for his own.

Exercise 15.

(*Set at the London Matriculation, September* 1904. *Time, about* 1 *hour.*)

(i) State (*a*) the main purport of the following passage under one title or heading; and (*b*) the purport of each paragraph in the same way.

(ii) Write a Précis of the passage, giving the substance of it, without anything superfluous.

The impulse given to the study of Greek by exiles during the half century preceding the Conquest of Constantinople, and by the enthusiasm of a series of scholars from Petrarch and Boccaccio down to 1453, was greatly stimulated by the increase of fugitives consequent on the capture of the city.

The arrival of numbers of scholars in Italy shortly before and shortly after 1453 is contemporaneous with the full spring-time of the great revival of learning. A series of remarkable efforts had been made to restore ancient Roman and Greek glory as seen in literature and architecture. Learning was regarded as a new and improved example. The learning of the ancients was compared with the ignorance of the Churchmen. The new movement marked a great reaction and went to unjustifiable extremes. Some of the advocates for classical influence went to the extent of discarding Christian in favour of Pagan morality. . . . Paganism, because it was contemporaneous with the classical period, invaded the Church itself. All the architecture, art, and literature of Christianity was

bad except in so far as it approximated to Pagan models. . . . The careful study of the Latin classics, the marvellous development of painting, architecture, and sculpture, but, above all, the keen interest felt in the newly developed study of Greek, were all to produce wonderful fruit within a generation after 1453, and to culminate in Italy in an age of singular intellectual brilliancy.

The study of Greek, at first almost confined to Florence, gradually spread over the whole of the peninsula, and finally passed north of the Alps into Germany, where it was taken up with great earnestness. . . . In 1485 a Greek professor was appointed in Paris, and one in Rome. In the reign of Henry the Seventh, Oxford consented to receive Grocyn and Linacre as teachers of Greek.

The movement known as "The Revival of Learning" was accomplished before the end of the fifteenth century, and all investigators are agreed that it had been very largely contributed to by Greek exiles during the half century preceding and following the Moslem conquest.

Its paganisation of Christianity proved temporary. But the critical examination of the text of the Greek New Testament had more durable results. It called attention to the contents of a book which had hitherto been taken as outside controversy. When the study of Greek passed north of the Alps, the examination of the sacred writings was no longer in the hands of *dilettanti* who looked upon the text with the contempt of scholars disposed to accept Paganism as the complement of a higher form of civilisation, and who had no patience with what they regarded as trivialities, but in those of religious and earnest German students, with results, in Erasmus, Luther, Melanchthon, Calvin, and others, the end of which is not yet visible.

While it is beyond doubt that the dispersion of students from Constantinople aided the intellectual movement in Western Europe, there is no ground for the belief that, if the city had not been captured, Greek influence would not have made itself felt in the Renaissance. The dispersion hastened the development of a movement which had already begun, awakened a spirit of inquiry, and conducted scholars into new fields of thought earlier than they would have arrived if not thus aided. In this sense, and to this extent, it may be claimed as a beneficial result of the capture of Constantinople.

PEARS.—*Destruction of the Greek Empire.*

Solution to Exercise 10.

The Negotiations of Lord Malmesbury with the Directory of the French Republic.

Towards the close of the year 1796 the British Government, with a view to the restoration of tranquility to the Continent of Europe, sent Lord Malmesbury to Paris as plenipotentiary to treat with Charles Delacroix, the French Minister for Foreign Affairs, who had been fully empowered by the Executive Directory to conclude peace between the French Republic and Great Britain.

As a general principle for the basis of a treaty, Lord Malmesbury submitted that Great Britain should restore to France certain possessions wrested from her during the war, and that France should make proportionable restitutions to the European allies of Great Britain. For some time the Directory, thinking that Great Britain merely wished to forestall the proposals of the other Powers and desired an excuse for carrying on the war, demurred; but finally accepted the principle and demanded that the objects of reciprocal compensation should be severally designated. In reply Lord Malmesbury forwarded to the Directory a "Confidential Memorial" containing the specific proposals of his government; these, however, were considered so contrary to the constitution, laws, and treaties of the French Republic that the Directory peremptorily refused to negotiate with the British plenipotentiary and ordered him to quit France forthwith.

Solution to Exercise 11.

Distress in the Leeward Islands.

Having been informed by the Acting-Governor of the Leeward Islands that Montserrat was completely devastated by a hurricane on 7th August 1899, the Colonial Secretary asked the Treasury to sanction an Imperial Grant of not more than £500 for the relief of Montserrat, and, in the event of dire need, a like sum for the other afflicted Islands. To this request the Treasury readily agreed. On the receipt of further intelligence from Montserrat, showing the extent of the destitution, the Colonial Secretary appealed to the Lord Mayor to start a Mansion House Relief Fund, basing the request not merely on the immediate affliction of the Leeward Islands, but also on the repeated misfortunes that the islands had encountered in the recent past.

Solution to Exercise 12.

(*a*) On November 3rd, 1640, the Long Parliament met. This body at once took the reins into its hands. First the desire for revenge had to be satisfied, and accordingly Laud and Strafford were arrested. The trial of the latter was begun in March 1641; but the Commons, fearing that the Lords would not convict, abandoned the impeachment and passed a Bill of Attainder. To this Bill the King assented and Strafford was executed. During the same year the constitution was in part remodelled: a Triennial Bill declaring that Parliament should meet every three years, even if the King did not summon it, was passed. Charles was obliged to assent to a Bill declaring that the existing Parliament should not be dissolved without its own consent; and Acts were passed abolishing the Courts of Star Chamber and High Commission, and declaring that ship money was illegal. Thus the Crown was stripped of its extraordinary powers, and henceforth it would be impossible for Charles legally to obtain money for carrying on the government without the goodwill of Parliament, or to punish offenders without the goodwill of juries.

For a time the King bore with the altered circumstances, as the unanimity of Parliament on the political issue was complete; but when the Commons in November 1641 presented the Grand Remonstrance, a document recounting the unconstitutional acts of the King both in Church and State, differences on the religious question appeared between Puritan and Episcopalian. Charles sided with the Episcopalians. In January 1642 he struck at the predominance of Parliament and attempted to arrest the five leaders in full parliamentary session. The attempt failed, Charles left London, and the schism was complete. The Commons at once demanded control of the militia; and in the summer of the same year raised an army, and placed the Earl of Essex at its head. Meanwhile Falkland and Hyde, together with many peers and commoners, had seceded to the King. In August 1642, unfurling his banner at Nottingham, Charles prepared to take the field.

(*b*) Scott and Shakespeare are the two chief poets of English history, and each deals with a disputed succession to the Crown. To Scott the work was a congenial task. He thoroughly mastered his story and impressed it with his own individuality; the result is a masterpiece of art. The history of the House of Stewart was a suitable theme for the genius which is displayed in every novel of the series, but perhaps his delineation of the character of Mary in "The Abbot" is the most wonderful exhibition of his literary skill.

CHAPTER V.

THE SOCIETY OF ARTS EXAMINATION.

25. Précis-writing is a subject of comparatively recent introduction into the programme of the Society of Arts. The examination has proved to be popular, and justified the action of the Society in including the subject in the syllabus. To gain a First-class certificate candidates must produce work of considerable merit. The examiner considers the exercise primarily as a test of intelligence; but at the same time neat, clear, and distinct handwriting is essential to success. Three classes of certificates are awarded. We give the official regulations and two recent tests:—

REGULATIONS FOR PRÉCIS-WRITING (GRADE II.).

[*Time allowed three hours.*]

Having read the accompanying Correspondence—

1. Make a short Abstract, Schedule, or Docket of the letters and other papers on the ruled form supplied to you.

2. Draw up a Memorandum, or Précis, *i.e.*, a brief and clear statement of what passed, not letter for letter, but in the form of a narrative. This should commence in the middle of the fold of paper supplied to you, on one of the pages not ruled with a form in red ink.

N. B.—No candidate can expect to obtain either a Second-class or a First-class Certificate, who does not attempt the Memorandum or Précis as well as the Abstract, and no candidate can expect to obtain a First-class Certificate who does not produce a fairly good Memorandum.

(1) The object of the Abstract, Schedule, or Docket is to serve as an Index. It should contain the date of each letter; the names of the persons by whom and to whom it is written; and, *in as few*

words as possible, the subject of it. The merits of such an Abstract are (*a*) to give the really important point or points of each letter, omitting everything else ; (*b*) to do this briefly ; (*c*) distinctly ; and (*d*) in such a form as readily to catch the eye.

(2) The object of the Memorandum or Précis, which should be drawn up, *not letter by letter*, but in the form of a narrative, is to inform anyone who has not time to read the original letters of all the leading features of what transpired as shown by the correspondence. The merits of such a Précis are—(*a*) to contain all that is important in the Correspondence, and nothing that is unimportant ; (*b*) to present this in a consecutive and readable shape, expressed as distinctly as possible, and as briefly as is compatible with completeness and distinctness.

EXERCISE 16.

(*Set at the Society of Arts Examination*, 1902.)

CORRESPONDENCE RESPECTING THE ACTION OF HER MAJESTY'S NAVAL AUTHORITIES WITH REGARD TO CERTAIN FOREIGN VESSELS.

No. 1.

Rear-Admiral Sir R. Harris to Admiralty.

(Telegraphic.) *Simonstown, December* 5, 1899.

"Marathon" at Aden reports sailing of "Bundesrath" for Delagoa Bay. Ammunition suspected, but none ascertained. She carries twenty Dutch and Germans and two supposed Boers, three Germans and two Austrians, believed to be officers, all believed to be intending combatants, although shown as civilians ; also twenty-four Portuguese soldiers.

No. 2.

The Marquess of Salisbury to Sir F. Lascelles (British Ambassador at Berlin).

(Telegraphic.) *Foreign Office, December* 30, 1899.

Her Majesty's ship "Magicienne" is reported by Admiral at the Cape to have brought German steam-ship "Bundesrath" into Durban.

We were aware that she was suspected to be carrying ammunition in her cargo, and that she had on board a number of passengers believed to be volunteers for service with the Boers, but we have no details nor information as to the grounds for the seizure.

No. 3.

The Marquess of Salisbury to Sir F. Lascelles.

(Telegraphic.) *Foreign Office, December* 31, 1899.

German Embassy made a verbal communication to-day respecting the "Bundesrath," requesting that she should be released on the ground that she carries no contraband according to assurance of owners, and because her detention, owing to her being a mail ship, interferes with public and common interests, in addition to the loss suffered by the Company.

The Embassy was informed that further particulars would be given as soon as received, but that we have no information at present beyond that sent to you, which has been communicated to Count Hatzfeldt.

No. 4.

Count Hatzfeldt (German Ambassador) to the Marquess of Salisbury.

(Translation.) *German Embassy, London, January* 4, 1900.

My Lord,

With reference to the seizure of the German steamer "Bundesrath" by an English ship of war, I have the honour to inform your Excellency, in accordance with instructions received, that the Imperial Government, after carefully examining the matter and considering the judicial aspects of the case, are of opinion that proceedings before a Prize Court are not justified.

This view is grounded on the consideration that proceedings before a Prize Court are only justified in cases where the presence of contraband of war is proved, and that, whatever may have been on board the "Bundesrath," there could have been no contraband of war, since, according to recognised principles of international law, there cannot be contraband of war in trade between neutral ports.

This is the view taken by the British Government in 1863 in the case of the seizure of the "Springbok" as against the judgment of the American Prize Court, and this view is also taken by the British Admiralty in their "Manual of Naval Prize Law" of 1866.

The Imperial Government are of opinion that, in view of the passages in that Manual: "A vessel's destination should be considered neutral, if both the port to which she is bound and every intermediate port at which she is to call in the course of her voyage be neutral," and, "the destination of the vessel is conclusive as to the destination of the goods on board," they are fully justified in claiming the release of the "Bundesrath" without investigation by a Prize Court, and that all the more because, since the ship is a mail steamer with a fixed itinerary, she could not discharge her cargo at any other port than the neutral port of destination.

In view of what is stated above, I have the honour to request your Excellency, in accordance with instructions from the Imperial Government, and with the reservation of what may further be decided, to order the release of the "Bundesrath," and since she was seized more than a week ago and the Imperial Government have not yet been informed of the reasons for the seizure, I should be obliged if I could be favoured with a reply at your earliest convenience.

I have, etc.,
(Signed) P. HATZFELDT.

No. 5.

The Marquess of Salisbury to Sir F. Lascelles.

Sir, *Foreign Office, January* 4, 1900.

Baron von Eckardstein, from the German Embassy, called on me yesterday, and informed me that he had been instructed to address to me a note with respect to the arrest of the "Bundesrath." I will make some observations in a separate despatch[1] upon the questions raised in that note; but I informed Baron Eckardstein that we were entirely unable to accede to his contention that a neutral vessel was entitled to convey without hindrance contraband of war to the enemy, so long as the port at which he intended to land it was a neutral port. Baron Eckardstein asked me whether it was not possible to allow the mail steamer to go on bail, so as not to interfere more than was necessary with her voyage.

I said that I should be entirely in favour of that plan, if it were practicable, and were adopted under suitable conditions. But I

[1] No. 13.

added that I believed she was now in the hands of the Prize Court, which, of course, acted independently

I am, etc.,
(Signed) SALISBURY.

No. 6.

Sir F. Lascelles to the Marquess of Salisbury.

(Telegraphic.) *Berlin, January 5*, 1900.

Report has been received from German Consul at Durban stating that no contraband has been found on the "Bundesrath," although she has been searched for nine days. Baron von Richthofen said that public opinion here has been greatly excited by the seizure of the "Bundesrath" and the "General." The fact that the naval authorities had failed to discover contraband would seem to render their action unjustifiable; but the German Government maintain that, even if contraband had been discovered, England would have no right to interfere with neutral vessels going from one neutral port to another, and the task of preventing the transmission of contraband to the Transvaal would lie with the Portuguese Government.

When the war broke out, the Steamship Company disembarked some contraband of war at Dar-es-Salaam and Port Said in order to obviate any possible complication, and since then the Company has issued strict orders that contraband should not be embarked.

No. 7.

Count Hatzfeldt to the Marquess of Salisbury.

(Translation.) *German Embassy, London, January 5*, 1900.

My Lord,

According to a communication received by the Imperial Government by telegraph from Aden the day before yesterday, a second mail steamer of the German East African line, the "General," has now been stopped there, occupied by force by British troops, and ordered to land her cargo.

In accordance with instructions received, I have the honour to inform your Excellency of the above, and, expressly reserving any claims for compensation, to request that orders may be given for the immediate release of the steamer and her cargo, for that portion

of her cargo which has already been landed to be taken on board again, and for no hindrances to be placed in the way of the ship continuing her voyage to the places mentioned in her itinerary.

I am further instructed to request your Excellency to cause explicit instructions to be sent to the Commanders of British ships in African waters to respect the rules of international law, and to place no further impediments in the way of the trade between neutrals.

I should be obliged if your Excellency would send me a reply at your earliest possible convenience.

I have, etc.,

(Signed) P. HATZFELDT.

No. 8.

Sir F. Lascelles to the Marquess of Salisbury.

(Telegraphic.) *Berlin, January* 7, 1900.

In consequence of the capture of a third German ship, the "Herzog," I received a message again this evening from Count Bulow asking me to pay him a visit, the vessel having on board a deputation of the Red Cross Society. A list of the members of this deputation has already been furnished by me to your Lordship.

His Excellency, after repeating to me all he had said relative to the "Bundesrath" and the "General," informed me that fresh instructions had been sent to Count Hatzfeldt to press your Lordship for a reply to the complaint which had already been submitted. He said that his most earnest desire was that orders should be sent for the prompt release of the vessels, for the payment of compensation for losses which had been sustained, and for the prevention of the recurrence of similar incidents.

No. 9.

The Marquess of Salisbury to Sir F. Lascelles.

(Telegraphic.) *Foreign Office, January* 7, 1900.

I have received two notes from German Ambassador, of a tone very unusual in diplomatic correspondence, respecting the arrest of the "Bundesrath" and the search of the "General."

We are pressing the authorities in Natal for prompt completion of investigation in case of the first-named ship, and making inquiry into the facts as regards the second.

The principle which we have maintained in regard to contraband of war is not that which the German Government supposes.

Both notes will be answered in due course under advice of the Law Officers of the Crown.

No. 10.

Sir F. Lascelles to the Marquess of Salisbury.

(Extract.) *Berlin, January* 4, 1900.

With reference to my telegram of the 30th ultimo, I have the honour to report that, shortly before 7 o'clock in the evening of that day, Count Bulow sent me a message by telephone, asking me to call upon him at once.

On my arrival at his house, his Excellency told me that he was most desirous to see me, in consequence of the seizure of the German mail steamer "Bundesrath" by an English man-of-war. The ship had been taken to Durban, and his Excellency hoped that orders would be sent to release her as soon as possible, if it should be found that she did not carry contraband of war. Count Hatzfeldt had been instructed to bring the case to your Lordship's notice, but Count Bulow begged me also to telegraph to your Lordship on the subject.

I replied that I had absolutely no information on the subject, but that I would telegraph at once to your Lordship. I asked his Excellency particularly whether his request was that measures should be taken for the speedy release of the ship if no contraband was found on board.

His Excellency answered in the affirmative, and said that he had received most positive assurances from the Company, and that he honestly believed that no contraband would be found.

No. 11.

Sir F. Lascelles to the Marquess of Salisbury.

(Extract.) *Berlin, January* 5, 1900.

I called on Baron von Richthofen this morning, and found him preoccupied on the subject of the seizure of German ships.

After a nine days' search at Durban, no single article of contraband had been found on board the "Bundesrath;" but the vessel was still detained, and Her Majesty's Government were still waiting

for information from Durban to enable them to reply to the representations which the German Government had made to them. The failure of the British authorities to discover contraband on board the "Bundesrath" seemed to deprive them of any justification for their action.

The German Government maintained that even if contraband had been discovered, it would not have justified the British authorities in interfering with a neutral ship plying between two neutral ports. He cited the case of the "Springbok," with which I was not acquainted, as a proof that a British Court had affirmed this principle. It would be for the authorities of the neutral port to prevent the contraband reaching one of the belligerents, and surely Her Majesty's Government had the means of exerting sufficient pressure on the Portuguese authorities to prevent them from allowing contraband of war to reach the Transvaal, without capturing apparently innocent German ships, and detaining them for so long a time.

On leaving Baron von Richthofen, I drafted my telegram of this day's date, but before sending it I received a message from Count von Bulow, asking me to call upon him between 6 and 7 o'clock this evening, and therefore delayed sending my telegram until I should see his Excellency.

I have in my telegram of this day's date reported to your Lordship the principal points of my conversation with Count von Bulow.

He believed that both in law and in fact the capture of the German ships could not be justified. He honestly believed the assurances of the Steam-ship Company that the captured vessels contained no contraband of war, and even if they had, the decisions of British Courts might be invoked to prove that the ships should not have been detained.

No. 12.

The Marquess of Salisbury to Sir F. Lascelles.

Sir, *Foreign Office, January* 9, 1900.

Baron von Eckardstein called here to-day on behalf of the German Ambassador in connection with the seizure of the "Bundesrath." I told him that I could not undertake to arbitrate on any legal question under dispute, and could not express an opinion as to whether it would be desirable to do so until I saw

precisely what the doctrine in controversy was; but that I thought that questions of indemnity, demurrage, or damages, if they arose, were very suitable for arbitration.

I told him the Admiralty had released the "General," and had suspended for the present examinations in the Red Sea on account of difficulties attaching to the decision of the accusation of carrying contraband of war at a place so far distant from the destination of the accused vessel.

I further informed him that I thought it quite possible the "Herzog" might be released, but I could give no promises on the point, as she was in the Prize Court.

I said we were considering how far we could abstain from arresting mail steamers of any nation, unless their culpability was flagrant, because the inconvenience caused by their arrest was undoubtedly great.

I stated that we were wholly unable to agree with the German Government in the alleged right of a neutral to transmit contraband to a belligerent through a neutral port, but that we entirely concurred in the importance of pushing these cases through with as much rapidity as possible, and we had given repeated instructions to that effect.

I am, etc.,

(Signed) SALISBURY.

No. 13.

The Marquess of Salisbury to Sir F. Lascelles.

Sir, *Foreign Office, January* 10, 1900.

I transmit to your Excellency herewith the translation of a note[1] which I have received from the German Ambassador at this Court with regard to the seizure of the German steamer "Bundesrath" by Her Majesty's ship "Magicienne," on suspicion of carrying contraband of war destined for the South African Republics.

In this note Count Hatzfeldt states that the German Government, after careful examination of the judicial aspects of the case, are of opinion that proceedings before a Prize Court are not justified. They base this view on the doctrine that, according to the recognised principles of international law, no question of contraband of war arises in trade between neutral ports. In support of this argument they cite the view which they state "to have been

[1] No. 4.

taken by Her Majesty's Government in 1863 in the case of the seizure of the 'Springbok,'" as against the Judgment of the United States' Prize Court, and that which they consider to be taken "by the British Admiralty in their 'Manual on Naval Prize Law' of 1866."

Before examining the doctrine thus put forward by the German Government, it will be desirable to remove some errors of fact in regard to the authorities which they cite.

It is not the case that the British Government in 1863 raised any claim or contention against the Judgment of the United States' Prize Court in the case of the "Springbok." On the first seizure of that vessel, and on an ex parte and imperfect statement of the facts by the owners, Earl Russell, then Secretary of State for Foreign Affairs, informed Her Majesty's Minister at Washington that there did not appear to be any justification for the seizure of the vessel and her cargo, that the supposed reason, namely, that there were articles in the manifest not accounted for by the captain, certainly did not warrant the seizure, more especially as the destination of the vessel appeared to have been bona fide neutral, but that, inasmuch as it was probable that the vessel had by that time been carried before a Prize Court of the United States for adjudication, and that the adjudication might shortly follow, if it had not already taken place, the only instruction that he could at present give to Lord Lyons was to watch the proceedings and the Judgment of the Court, and eventually transmit full information as to the course of the trial and its results.

The Prize Court of the United States, in a long and considered Judgment, decreed confiscation both of the vessel and the cargo. The owners applied for the intervention of Her Majesty's Government, and forwarded in support of their application an opinion by two English Counsel of considerable eminence.

The real contention advanced in this opinion was that the goods were, in fact, bona fide consigned to a neutral at Nassau. It cannot, therefore, be adduced in support of the doctrine now advanced by the German Government. But Her Majesty's Government, after consulting the Law Officers of the Crown, distinctly refused to make any diplomatic protest or enter any objection against the decision of the United States' Prize Court, nor did they ever express any dissent from that decision on the grounds on which it was based.

The volume which is described in Count Hatzfeldt's note as "The

Manual of Naval Prize Law of the British Admiralty," and from which Count Hatzfeldt quotes certain phrases as expressing the view of the Lords Commissioners on this subject, is, in fact, a book originally compiled by Mr. (now Sir Godfrey) Lushington, which was published under the authority of the Lords Commissioners as stating in a convenient form the general principles by which Her Majesty's officers are guided in the exercise of their duties; but it has never been asserted and cannot be admitted to be an exhaustive or authoritative statement of the views of the Lords Commissioners. The preface to the book states that it does not treat of questions which will ultimately have to be disposed of by the Prize Court, but which do not concern the officer's duty of the place and hour. The directions in this Manual, which for practical purposes were sufficient in the case of wars such as have been waged by Great Britain in the past, are quite inapplicable to the case which has now arisen of war with an inland State, whose only communication with the sea is over a few miles of railway to a neutral port. In a portion of the Introduction the author discusses the question of destination of the cargo, as distinguished from destination of the vessel, in a manner by no means favourable to the contention advanced in Count Hatzfeldt's note. Moreover, Professor Holland, who edited a revised edition of this Manual in 1880, in a recent letter published in the "Times," has expressed an opinion altogether inconsistent with the view which the German Government endeavour to found upon the words of the Manual.

In the opinion of Her Majesty's Government, the passage cited from the Manual, "that the destination of the vessel is conclusive as to the destination of the goods on board," has no application to such circumstances as have now arisen.

It cannot apply to contraband of war on board of a neutral vessel if such contraband was at the time of seizure consigned or intended to be delivered to an agent of the enemy at a neutral port, or, in fact, destined for the enemy's country.

The true view in regard to the latter category of goods is, as Her Majesty's Government believe, correctly stated in paragraph 813 of Professor Bluntschli's "Droit International Codifié," as follows (I cite from the French translation of 1874, 2nd edition, of the work of this eminent German jurist):—

> "Si les navires ou marchandises ne sont expédiés à destination d'un port neutre que pour mieux venir à l'ennemi il y aura contrebande de guerre et la confiscation sera justifiée."

Her Majesty's Government are unable therefore to agree that there are grounds for ordering the release of the "Bundesrath" without examination by the Prize Court as to whether she was carrying contraband of war belonging to, or destined for, the South African Republics. But they fully recognise how desirable it is that this examination should be carried through at the earliest possible moment, and that all proper consideration should be shown for the owners and for the innocent passengers and merchandise on board of her. Repeated and urgent instructions have been sent by telegraph for this purpose, and arrangements have been made for the transmission of the mails.

Your Excellency will address a note to the German Minister for Foreign Affairs containing the above observations.

I am, etc.,
(Signed) SALISBURY.

No. 14.

The Marquess of Salisbury to Sir F. Lascelles.

Sir, *Foreign Office, January* 11, 1900.

Baron von Eckardstein called on me yesterday, and in the course of conversation on the subject of the recent seizures of German mail steamers, informed me that in view of the protest which I had made against the position taken up by the German Government that there could not be any question of contraband in trade between neutral ports, they had decided to abstain from pressing or discussing their opinion for the present in order to facilitate a speedy and amicable settlement.

I am, etc.,
(Signed) SALISBURY.

No. 15.

Sir F. Lascelles to the Marquess of Salisbury.

(Telegraphic.) *Berlin, January* 12, 1900.

I saw Baron von Richthofen this afternoon and read to him your Lordship's despatch of the 10th instant; I told him that I was going to embody it in a note which I would send to Count von Bulow.

In reply Baron von Richthofen remarked that even if for the moment the question of trade between neutral ports were put on one side, it was nevertheless maintained by the Imperial Government that as a preliminary search of the "Bundesrath" did not give any indication of there being contraband on board, there was no justification for the delivery of that vessel to a Prize Court.

No. 16.

The Marquess of Salisbury to Sir F. Lascelles.

(Extract.) *Foreign Office, January* 13, 1900.

Baron von Eckardstein called at the Foreign Office yesterday and stated to Mr. Bertie, for my information, that the German Government had received with satisfaction the assurance which I had given him on the 10th instant that I would do everything in my power to avoid, if possible, the recurrence of such incidents as those of the German ships recently seized.

With regard to the question discussed between Baron von Eckardstein and myself as to a parallel of latitude down to which all ships should be exempt from search, the German Government would be greatly obliged if I could see my way to fix some point other than parallel 10, as that parallel appeared, in my opinion, not to be suitable owing to steamers when south of Mombasa hugging the Portuguese coast so close as to be within territorial limits.

No. 17.

The Marquess of Salisbury to Sir F. Lascelles.

(Telegraphic.) *Foreign Office, January* 14, 1900.

I have given to Baron von Eckardstein, for transmission to Count Bulow, the following verbal message :—

"Orders have been given to discontinue the search of vessels at Aden.

"The question of the instructions that can be sent to British naval officers to show special consideration for mail steamers is under consideration. Orders have meanwhile been given that no German mail steamers shall be arrested on suspicion alone until the examination of the 'Bundesrath' is completed and the result known."

No. 18.

Sir F. Lascelles to the Marquess of Salisbury.

(Telegraphic.) *Berlin, January* 15, 1900.

I have the honour to inform your Lordship that the instructions which have been sent to-day to Count Hatzfeldt have been communicated to me by Count Bulow through Baron von Richthofen.

His Excellency's most earnest desire is to obtain the following modifications in the statement made to Baron Eckardstein by your Lordship :—

Firstly, that the orders forbidding the arrest of mail steam-ships until the completion of the examination of the "Bundesrath" may be prolonged ; and,

Secondly, that the orders which have been issued for the discontinuance of the search of vessels at Aden may be made applicable to any place situated at a similar distance from the seat of war.

No. 19.

The Marquess of Salisbury to Sir F. Lascelles.

(Telegraphic.) *Foreign Office, January* 16, 1900.

Baron von Eckardstein informed me to-day, with reference to the search of mail steamers for contraband of war, that considerable anxiety was expressed in Berlin that some arrangement should be come to on this question.

I said that there were many difficulties regarding this question, which I was ready to discuss with the German Government, but that orders had been given for the present that no more mail steamers were to be arrested on suspicion alone until further orders.

I observed that the term mail steamer could not safely be applied to any steamer that had a bag of letters on board, and that it required definition. We understood by mail steamers steamers of subsidized lines, and consequently owned by persons whom the German Government considered as respectable.

He further urged that we should extend the arrangement of giving up the examination of ships at Aden to all places equidistant with Aden from Delagoa Bay.

I said we did not object to this proposal.

With this information he appeared satisfied.

No. 20.

The Marquess of Salisbury to Sir F. Lascelles.

Sir, *Foreign Office, January* 17, 1900.

I transmit to your Excellency herewith translation of a note[1] which I received on the 5th instant from the German Ambassador at this Court, stating that, according to a communication received by his Government, the mail steamer "General," of the German East African line, had been stopped at Aden, occupied by force by British troops, and ordered to land her cargo. Count Hatzfeldt proceeds to request that orders may be given for the immediate release of the steamer and her cargo, for that portion of her cargo which had already been landed being replaced on board, and for the vessel being permitted to continue her voyage to the places mentioned in her itinerary. His Excellency further requests that explicit instructions be sent to the Commanders of British ships in African waters to respect the rules of international law, and to place no further impediments in the way of trade between neutrals.

I received with some surprise a communication from the Representative of a Power with whom Her Majesty's Government believe themselves to be on the most friendly terms—worded in so abrupt a manner, and couched in language which imputed to Her Majesty's Naval Commanders that they had shown a disrespect to international law, and placed unnecessary impediments in the way of neutral commerce. There is no foundation for these imputations.

I at once requested the Lords Commissioners of the Admiralty and the Secretary of State for India to make inquiries whether the facts were as reported to the German Government.

From reports which have reached Her Majesty's Government by telegraph the following appear to be the facts of the case.

Before the arrival of the vessel at Aden it was already known that she had on board among her passengers thirty-one men of German and Flemish nationality who had all the appearance of their being on their way to the South African Republics for the purposes of military service there. On her arrival, information reached the British President that there were suspicious articles on board destined for Delagoa Bay, and that boxes of ammunition were buried under the reserve store of coal. The Senior Naval Officer at Aden thereupon boarded her on the ground of strong suspicion of

[1] No. 7.

her carrying contraband of war destined for the enemy and commenced to search her.

The Lords Commissioners of the Admiralty on being informed of the detention of the vessel, telegraphed to the Senior Naval Officer that such detention on suspicion only was undesirable if the vessel carried mails, unless contraband of war was found on board. The Senior Naval Officer was at the same time called upon to carry out the necessary search as quickly as possible, and there can be no doubt that in this respect he did his utmost to avoid any unnecessary delay, the crew of Her Majesty's ship "Marathon," assisted by 100 coolies, having worked day and night. The vessel having arrived on the 4th January he reported on the 6th that the search had been completed. The cargo was restored with the greatest possible rapidity and the vessel sailed on the morning of the 10th instant.

The Senior Naval Officer reported that he had found on board several large cases of rifle ammunition for Mauser, Mannlicher, and sporting rifles consigned to Mombasa; these were entered on the manifest and he believed them to be destined bona fide as consigned. He had found also on board consignments of axle-trees for waggons and chloride of lime for Delagoa Bay, both of which appeared on the manifest. The captain of the vessel gave an undertaking that these should be handed over to Her Majesty's Consul at Delagoa Bay. At the bottom of the hold was a cargo of food for Delagoa Bay. Heavy machinery and boilers appear to have been stowed on the top of the store of coals in which it was reported that ammunition was concealed. The search for the cases, therefore, must have been conducted under great difficulties.

There seems reason to believe that among the passengers on board going to the Transvaal were a number of trained artillerymen, but there was no sufficient evidence as to their destination to justify further action on the part of the officers conducting the search.

Until they receive the detailed reports, which will reach them by mail, Her Majesty's Government cannot decide whether the British naval officers in any respect exceeded the right of search accorded by international practice to belligerents. They recognize, however, that in the case of steamers carrying mails, that right should be exercised with all possible consideration and only resorted to when the circumstances are clearly such as to justify the gravest suspicion.

They regret the inconvenience which has been caused on the occasion.

Your Excellency will read this despatch to the German Minister for Foreign Affairs and leave him a copy of it.

I am, etc.,
(Signed) SALISBURY.

No. 21.

The Marquess of Salisbury to Sir F. Lascelles.

(Telegraphic.) *Foreign Office, January* 18, 1900.

"Bundesrath" and cargo released.

No. 22.

Sir F. Lascelles to the Marquess of Salisbury.

My Lord, *Berlin, January* 19, 1900.

Your Lordship's despatch of the 17th instant on the subject of the capture of the German mail steamer "General" reached me last night, and as I was aware that Count von Bulow was to reply to-day to an interpellation in the Reichstag on the subject of the seizure of German ships by Her Majesty's naval authorities I called upon Baron von Richthofen this morning, and begged him to communicate the substance of your Lordship's despatch, and more especially the passage in which your Lordship animadverts on the abrupt language of Count Hatzfeldt's note of the 5th instant, before Count Bulow should make his speech, and at the same time to request his Excellency to give me an opportunity later of carrying out your Lordship's instructions to read the despatch to him and leave him a copy of it.

Baron von Richthofen argued that, in the opinion of the German Government, the action of Her Majesty's naval officers in arresting the German ships had, in fact, been a violation of international law and an undue interference with neutral commerce, to which I replied that Her Majesty's Government did not share this view, and as there was a difference of opinion on the subject, it seemed to me that the German Government were going very far in asking that definite instructions should be sent to Her Majesty's naval commanders before even an inquiry had been instituted into the merits of the case. It was evident that your Lordship resented the tone

and language of Count Hatzfeldt's note, and I was anxious that this fact should be brought to Count Bulow's notice before he made his speech in the Reichstag.

At Baron von Richthofen's request, I left with him your Lordship's despatch, of which I had not then had time to cause a copy to be made, and I have no doubt that he communicated it at once to Count Bulow. He has now returned it to me, and I shall take an early opportunity of formally carrying out your Lordship's instructions by reading it to Count Bulow, and leaving a copy of it with his Excellency.

I have, etc.,

(Signed) FRANK C. LASCELLES.

No. 23.

Sir F. Lascelles to the Marquess of Salisbury.

Berlin, January 20, 1900.

My Lord,

With reference to my telegram of the 15th instant, I have the honour to transmit to your Lordship herewith copy and translation of a speech which Count von Bulow delivered in the Reichstag yesterday, in answer to an interpellation bearing the signatures of Members from all parts of the Imperial Diet, asking for information concerning the steps taken by the German Government in the matter of the recent seizures of German mail steamers by British ships of war.

Count von Bulow, after recapitulating the views of the German Government upon the question of the circumstances under which a belligerent ship has the right to stop a neutral vessel, announced that the "General," "Herzog," and "Bundesrath" had all been released by the British Government, after representations had been addressed to them by the German Government. His Excellency also sketched the outlines of the understanding come to between the two Governments with regard to the future stopping of German vessels.

I have, etc.,

(Signed) FRANK C. LASCELLES.

Inclosure in No. 23.

Speech by Count von Bulow in the Reichstag on January 19, 1900.

(Translation.)

The proposer of this motion laid stress at the commencement of his speech upon the profound concern which has been caused throughout the whole of Germany by the seizure of German steamers by British war-ships. Out of consideration for the legitimate agitation of public opinion, I have gladly expressed my readiness to reply to the interpellation which has just been made. On the other hand, the House will readily understand if, in view of the gravity of the whole political situation, I confine myself to a strict statement of the questions involved. The facts of the case have been so admirably stated by the previous speaker that I have nothing to add to his remarks on this head. Before I deal with our attitude towards the events in question, I would wish to make the following observations with regard to the affair from the point of view of international law. I followed the learned exposition of the previous speaker with the greatest interest. But he himself laid stress on the fact that there are as yet no legal principles fixed and binding on all the Maritime Powers, respecting the rights of neutrals to trade with a belligerent, or the rights of belligerents in respect of neutral commerce. Proposals have repeatedly been made to regulate by way of international agreements the disputed points of international law with regard to maritime warfare. Attempts at a settlement have so far invariably failed, owing to the obstacles created by the divergent views of the different Powers. An endeavour was made to include this question in the deliberations of the Peace Conference at the Hague. The sole result was that the Conference gave expression to the wish that an attempt should be made by means of subsequent international Conferences to regulate, on the one hand, the rights and duties of neutrals, and, on the other, the question of private property at sea. The German Empire would not withhold its concurrence and support if a prospect were to arise of defining, more distinctly than heretofore, in conjunction with other Powers, the lines for an international settlement of the disputed points of maritime law. For the moment, however, the speaker was only too right when he observed that maritime law is still in a liquid, elastic, and imperfect state. There are still many gaps in maritime law, which, as matters now stand, are only too frequently apt to

be supplemented by armed force, at critical junctures—in other words, in the domain of maritime law the standard of might has as yet been by no means superseded by the standard of right. I should like to lay down the following propositions, drawn up in conjunction with other competent Departments, as a system of law which shall be operative in practice, and a disregard for which would, in our opinion, constitute a breach of international Treaties and customs :—

1. Neutral merchant-ships on the high seas or in the territorial waters of the belligerent Powers (apart from the right of convoy, which does not arise in the case in point) are subject to the right of visit by the war-ships of the belligerent parties. This undoubtedly applies to waters which are not too remote from the seat of war. No special agreement exists at present as regards mail steamers.

2. The right of visit is to be exercised with as much consideration as possible, and without undue molestation.

3. The procedure in visiting a vessel consists of two or three acts, according to the circumstances of each case: stopping the ship, examining her papers, and searching her. The two first acts may be undertaken at any time, and without other preliminary proceeding. If the neutral vessel resists the order to stop, or if irregularities are discovered in her papers, or if the presence of contraband is revealed, then the belligerent vessel may capture the neutral, in order that the case may be investigated and decided upon by a competent Prize Court.

4. By the term "contraband of war" only such articles or persons are to be understood as are suited for war, and at the same time are destined for one of the belligerents. The class of articles to be included in this definition is a matter of dispute, and, with the exception of arms and ammunition, is determined, as a rule, with reference to the special circumstances of each case, unless one of the belligerents has expressly notified to the neutrals in a regular manner, what articles it intends to treat as contraband, and has met with no opposition.

5. Discovered contraband is liable to confiscation, whether with or without compensation depends on the circumstances of each case.

6. If the seizure of the vessel was not justified, the belligerent State is bound to order immediate release of ship and cargo, and to pay full compensation.

According to the above, and in view of the present practice of

nations, it would not have been possible to lodge a protest against the stopping on the high seas of the three steamers of the East African line, or against the examination of their papers. On the other hand, by the same standard, the seizure and conveying to Durban of the "Bundesrath" and "Herzog," and the discharging of the cargoes of the "Bundesrath" and the "General" were undertaken upon insufficiently founded suspicion, and do not appear to have been justified.

I should wish to take this opportunity for observing that we strove from the outset to induce the English Government, in dealing with neutral vessels consigned to Delagoa Bay, to adhere to that theory of international law which guarantees the greatest security to commerce and industry, and which finds expression in the principle that, for ships consigned from neutral States to a neutral port, the notion of contraband of war simply does not exist. To this the English Government demurred. We have reserved to ourselves the right of raising this question in the future, in the first place because it was essential to us to arrive at an expeditious solution of the pending difficulty, and secondly, because in point of fact, the principle here set up by us has not yet met with universal recognition in theory and practice.

I should like to sum up in the following words the position which we have taken up on the strength of the above theoretic view, which we believe corresponds with the general opinion of the civilised world. We recognise the rights of neutral vessels and neutral trade and traffic. We do not ignore the duties imposed by a state of war upon the ship-owners, merchants, and vessels of a neutral State, but we require the belligerents that they shall not extend the powers they possess in this respect beyond the strict necessities of the war. We demand of the belligerents that they shall respect the inalienable rights of legitimate neutral commerce, and we require above all things that the right of search and of the eventual capture of neutral ships and goods shall be exercised by the belligerents in a manner conformable to the maintenance of neutral commerce, and of the relations existing between friendly and civilised nations.

Proceeding from this principle we at once made a strong representation in London respecting the action of the British naval authorities. We demanded in the first place the immediate release of the steamers.

In compliance with our demand the steamers "General" and

"Herzog" were released forthwith. The "Bundesrath" was released yesterday.

In the second place we demanded the payment of compensation for the unjustified detention of our ships and for the losses thereby incurred by the German subjects whose interests were involved. The obligation to payment of compensation has been recognised in principle by England, and the British Government have declared their readiness to give every legitimate satisfaction.

Thirdly, we drew attention to the necessity for issuing instructions to the British Naval Commanders to molest no German merchantmen in places not in the vicinity of the seat of war, or, at any rate, in places north of Aden. The English Government thereupon issued an instruction, according to which the stopping and searching of vessels shall in future take place neither in Aden nor at any point at an equal or greater distance from the seat of war.

Fourthly, we stated it to be highly desirable that the English Government should instruct their Commanders not to arrest steamers flying the German mail-flag.

The English Government hereupon issued an order that in future German mail steamers are not to be stopped and searched upon suspicion only. This order will remain in force until another arrangement has been arrived at between the two Governments.

Fifthly, we proposed that all the points in dispute should be submitted to arbitration. The English Government have expressed the hope that there will be no necessity for arbitration, but have declared their concurrence in the institution of a Tribunal, if necessary, to arbitrate upon the claims of compensation.

Lastly, the English Government have given expression to their regret for what has occurred. We cherish the confident hope that such regrettable incidents will not be repeated. We trust that the English naval authorities will not again proceed, without sufficient cause, in an unfriendly and precipitate manner against our ships.

The genuineness and honesty of the German Shipping Companies, which have again been demonstrated on this occasion in the case of the German East African line, ought to be a sufficient guarantee against this; a far greater should be found in the consideration due from one friendly State to another. It is just because we are honestly desirous to maintain good and friendly relations between Germany and England that we do not wish incidents to occur which are eminently destined to hamper the maintenance of such relations, which are only possible when founded on a basis of

complete equality of treatment and mutual consideration. The German Empire, which for thirty years—since its first foundation—has so often proved how free it is from all aggressive tendencies, has the right to be treated in the most considerate manner by all the other States. The grateful circumstance that the present motion has been supported by the very large majority of this House is a fresh proof that whenever there is a question of vindicating the cause of law and the legal rights of Germans, there subsists that accord between this House and the Confederated Governments which lends a firm support to our foreign policy.

Exercise 17.

(*Set at the Society of Arts Examination*, 1903.)

Correspondence respecting the Reduction of the Ottoman Light Dues.

No. 1.

Sir P. Currie (*British Ambassador in Turkey*) *to the Earl of Kimberley.*

My Lord, *Therapia, November* 1, 1894.

I inclose, for your Lordship's information, a Memorandum giving the substance of an account which I have received from a reliable source of the conditions on which the Collas Lighthouse Concession has been renewed and of M. Collas' views as to an understanding between himself and Her Majesty's Government.

I have, etc.,

(Signed) PHILIP CURRIE.

Inclosure in No. 1.

(Memorandum.)

The Collas Lighthouse Concession has been extended for another twenty-five years, to date from the termination of the present Concession five years hence.

The conditions of the new Concession are more onerous than is at present the case. Hitherto the Lighthouse Company have paid 27 per cent. of the gross receipts of the light dues to the Turkish Admiralty, whereas, under the new Concession, M. Collas undertakes to pay 50 per cent. Another condition is that the Lighthouse

Company should come to an understanding with the foreign Governments with respect to the tariff of lighthouse dues.

M. Collas expresses his intention of consulting, in the first instance, the competent British authorities on the question, for, in view of the fact that British shipping supplies the principal source of revenue of his Company, he considers that any fair agreement he might come to with the British Government would necessarily be accepted by other foreign Powers.

M. Collas argues that the expense which his Company will incur in lighting the Red Sea Coast is in itself equivalent to a reduction in the tariff, and is convinced that there will be no insurmountable difficulties in coming to an arrangement with Her Majesty's Government.

No. 2.

The Earl of Kimberley to Sir P. Currie.

(Extract.) *Foreign Office, December* 1, 1894.

I have received your Excellency's despatch of the 1st ultimo respecting the renewal of M. Collas' Lighthouse Concession, and, in reply, I have to request you to apply officially to the Porte for a copy of the new Concession. In doing so, your Excellency should reserve the right of Her Majesty's Government to make to the terms of the Concession any objections to which it may seem to them to be open.

Her Majesty's Government are quite disposed to discuss the whole subject with M. Collas, but in order that they should be in a position to do so with effect they must be placed in possession of the terms of the renewed Contract which the Porte proposes to grant to him; and it would also be desirable that M. Collas should produce the accounts of the Lighthouse Administration during the term that the present Concession has run.

No. 3.

Sir P. Currie to the Marquess of Salisbury.

My Lord, *Therapia, October* 1, 1895.

I have the honour to inform your Lordship that His Majesty the Sultan has issued an Iradé authorising M. Collas to proceed to London to discuss with Her Majesty's Government the question of the Light Dues Tariff.

I have, etc.,

(Signed) PHILIP CURRIE.

No. 4.

The Marquess of Salisbury to Sir P. Currie.

Sir, *Foreign Office, October* 11, 1895.

With reference to your despatch of the 1st instant, stating that M. Collas has been authorised to proceed to London to discuss with Her Majesty's Government the question of the Light Dues Tariff, I have to request your Excellency to procure a copy of the new Concession, as it should be in the hands of Her Majesty's Government some time before M. Collas' arrival, in order that it may be thoroughly examined.

I am, etc.,

(Signed) SALISBURY.

No. 5.

Sir P. Currie to the Marquess of Salisbury.[1]

My Lord, *Therapia, October* 23, 1895.

With reference to your Lordship's despatch of the 11th instant, I have the honour to state that the repeated efforts which I have made to obtain privately a copy of the Collas Lighthouse Concession, signed the 25th October, 1894, have at length been successful, and I transmit to your Lordship herewith a translation of the copy which, by order of the Grand Vizier, was given to Mr. Marinitch by the Minister of Marine.

I have, etc.,

(Signed) PHILIP CURRIE.

Inclosure in No. 5.

Lighthouse Concession granted to M. Collas.

(Translation.)

Article 1. On account of the sincerity and loyalty exhibited to the Ottoman Government by M. Gabriel Collas, the Lighthouse Concession actually in force is granted to him to date from the 3rd September, 1899, and within the terms of the general conditions now existing.

Art. 2. The duration of such new Concession being twenty-five years, it will expire on the 4th September, 1924.

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[1] Copy to Board of Trade, 1st November, 1895.

Art. 3. The lighthouse dues derived from the line of lighthouses actually existing in the Ottoman dominions, excepting those in the Red Sea, and the repairs of all lighthouses in existence at the termination of the Concession on the 4th September, 1899, and the expenses of the Administration will also be for account of M. Collas, 50 per cent. of the gross receipts being left to the Imperial Government.

Art. 4. The Imperial Government reserves to itself the right of controlling the receipts.

October 25, 1894.

No. 6.

Board of Trade to Foreign Office.

Sir, *Board of Trade, November 28th*, 1895.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 1st instant, in which you inclose a copy of the new concession for the lighting of various parts of the Ottoman coast, granted by the Porte to M. Collas, on the 25th October, 1894, and ask for the observations of the Board thereon.

In reply, I am to request that you will state to the Marquess of Salisbury, that the Board of Trade have received, with very great regret, the intimation that a new concession has already been granted in this matter. The Board have, on several occasions, urged that steps should be taken to relieve shipping from the heavy taxation imposed on it under the former concessions of 1860 and 1879, and they had hoped that nothing would have been done to extend the last-mentioned concession, which would, in ordinary circumstances, have expired in September, 1899, until some satisfactory arrangement had been come to on this point. Now, however, it appears that an extension for a period of twenty-five years, *i.e.*, until September, 1924, has been actually granted without any provision whatever being made for a reduction of the existing dues.

So far from there being any prospect of such a reduction, any action in this direction will be rendered much more difficult than formerly, owing to the fact that, after the 4th September, 1899, 50 per cent. of the gross receipts (instead of 28 per cent. as at present) will go to the Turkish Government, in other words, only one-half of the dues paid by shipping will be available for the maintenance of the lights in respect of which the dues are levied.

The result must necessarily be either that excessive dues will continue to be charged, or that the efficiency of the lighthouse service will be seriously impaired.

The Board further observe with regret that the dues to be charged under the concession will be permanently fixed for a period of twenty-five years, quite independently of any increase of trade and receipts during that period. Judging from past experience, and from the published returns, which show that between the years 1881 and 1892, the tonnage of vessels trading to Constantinople has largely increased, apparently from 18½ millions to 29¾ millions, there can be no reasonable doubt that there will be, during the twenty-five years, a similarly large increase in the number of vessels liable for dues under the concession. The result will be that any tariff of dues fixed upon will, long before its expiration, be enormously in excess of what is required, and the shipping trade will be burdened until the expiration of that period, with the payment of heavy dues out of all proportion to the benefits received by them.

Having regard to the importance of the matter, the Board of Trade trust that, if Lord Salisbury sees any opportunity of pressing for a reconsideration of the question, he will urge on the Ottoman Government the views herein referred to.

I am, etc.,

(Signed) T. H. W. PELHAM.

No. 7.

The Marquess of Salisbury to Sir P. Currie.

Sir, *Foreign Office, December* 9, 1895.

With reference to your Excellency's despatch of the 23rd October, inclosing a copy of the new concession granted to M. Collas, I enclose a copy of a letter giving the views of the Board of Trade on the matter,[1] and, in accordance with the suggestion made by the Board, I have to request you to press the reconsideration of the concession most seriously on the Porte, urging that at least the excess proportion of the lighthouse revenue, now to be assigned to the Ottoman Exchequer, should, instead, be devoted to the reduction of the taxes imposed on shipping for the light service.

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[1] No. 6.

If the reply of the Porte is unfavourable, it will remain for Her Majesty's Government to consider what steps it may be necessary to take for resisting this constantly growing surplus of income over expenditure.

The question is of the most serious importance to British shipping, and I have to request that your Excellency will direct your best effort towards obtaining an arrangement of a more satisfactory character.

I am, etc.,
(Signed) SALISBURY.

No. 8.

Sir P. Currie to the Marquess of Salisbury.

My Lord, *Pera, December* 23, 1895.

I have the honour to transmit herewith copy of a *note verbale* which, in accordance with the instructions contained in your Lordship's despatch of the 9th December, I have addressed to the Sublime Porte, protesting against the renewal of the lighthouse Concession held by M. Collas.

I have, etc.,
(Signed) PHILIP CURRIE.

Inclosure in No. 8.

Note Verbale.

Her Majesty's Embassy have been instructed to express to the Sublime Porte the regret of Her Majesty's Government that the lighthouse Concession held by M. Collas has been renewed by the Turkish Government without the fulfilment of any of the conditions under which Sir H. Bulwer, British Ambassador to Turkey, in his note to the Grand Vizier, Aali Pashi, dated the 4th April, 1863, acquiesced in the tariff proposed by M. Collas, and without any provision whatever being made for a reduction of the existing dues, which press so heavily on British shipping.

So far from there being any prospect of such a reduction, any action in this direction will be rendered much more difficult than formerly owing to the fact that, according to the terms of the renewed Concession, after the 4th September, 1899, 50 per cent. of the gross receipts (instead of 28 per cent. as at present) will be assigned to the Turkish Government, the result necessarily being

that excessive dues will continue to be charged, or that the efficiency of the lighthouse service will be seriously impaired. Moreover the dues to be charged under the Concession will be permanently fixed for a period of twenty-five years, quite independently of any increase of trade and receipts during that period.

In view of the extreme importance of the question to British shipping, Her Majesty's Government have instructed Her Majesty's Embassy to press most seriously on the Sublime Porte the reconsideration of M. Collas' Concession, and they are to urge that at least the excess proportion of the lighthouse revenue now to be assigned to the Ottoman Exchequer should instead be devoted to the reduction of the taxes imposed on shipping for the light service.

Her Majesty's Embassy have to warn the Sublime Porte that in the event of an unfavourable reply being received, Her Majesty's Government will hold themselves free to consider what steps it may be considered necessary to take for resisting this constantly growing surplus of income over expenditure in the lighthouse service.

Pera, December 20, 1895.

No. 9.

Sir P. Currie to the Marquess of Salisbury.

(Telegraphic.) *Constantinople, January* 31, 1896.

It is proposed that a loan of £1,300,000 shall be made to the Ottoman Government on the security of the Porte's share, namely, 50 per cent. of the gross receipts under the new lighthouse Concession. Negotiations are in progress between the Porte and the concessionnaires.

The difficulty of securing a reduction of the light dues would be increased if this proposal were carried through.

No. 10.

The Marquess of Salisbury to Sir P. Currie.

(Telegraphic.) *Foreign Office, February* 4, 1896.

Lighthouse Loan. The original rate of lighthouse dues was agreed to on the understanding that the receipts were eventually to balance expenditure; the rates, however, have not been reduced, although the tonnage and receipts go on increasing; moreover,

Her Majesty's Government have not given their consent to the new Concession. On the above grounds you should protest in the most earnest manner against the proposed disposal of the dues which formed the subject of your telegram of the 31st ultimo.

The great excess of receipts over expenses is proved by the fact of 50 per cent. being receivable by the Porte.

No. 11.

Sir P. Currie to the Marquess of Salisbury.

(Telegraphic.) *Constantinople, February* 6, 1896, 12.20 *a.m.*

Your Lordship's telegram of the 4th instant.

The Ottoman Bank with the Credit-Anstalt and Bleichröder are arranging a loan for 2 millions on sheep and valonea taxes, about half of which will go to pay off advances already made.

The loan security of lighthouse revenues has been dropped.

The amount of the loan above mentioned is, however, not quite certain; the Ottoman Bank state it is for 3 millions.

No. 12.

Sir P. Currie to the Marquess of Salisbury.

My Lord, *Constantinople, February* 6, 1896.

With reference to your Lordship's telegram of the 4th instant on the subject of the projected loan on lighthouse dues, I have the honour to transmit herewith copy of a note which I have addressed to the Minister for Foreign Affairs in accordance with your Lordship's instructions.

I have, etc.,

(Signed) PHILIP CURRIE.

Inclosure in No. 12.

Sir P. Currie to Tewfik Pasha.

M. le Ministre, *Constantinople, February* 5, 1896.

On the 20th December last Her Majesty's Embassy had the honour to address a *note verbale* to the Sublime Porte, pointing out that the proportion of lighthouse dues paid by British shipping and the conditions under which Her Majesty's Ambassador assented to

the original tariff in 1863 entitle Her Majesty's Government to complain of the manner in which the new Concession had been granted to M. Collas, and to press most seriously for its reconsideration. This important communication, however, has, like many others, not been answered by the Sublime Porte, and apparently remained entirely unnoticed.

Under these circumstances, I have been instructed to address your Excellency again on the subject, as it appears to Her Majesty's Government essential that this question should not be neglected, the more so as rumours are current respecting a projected loan to be advanced on the moiety of the lighthouse revenues to be paid to the Ottoman Government under the new Concession.

It will be obvious from the principles enunciated in the *note verbale* referred to that Her Majesty's Government would feel obliged to protest in the most formal manner against any financial operation based on a tariff in which they have not acquiesced should it be ever contemplated.

Her Majesty's Government only agreed to the original dues on the understanding that the receipts were eventually to balance the expenditure. No progress, however, is being made in this direction, as the tonnage of vessels and the receipts go on increasing without any reduction being made in the rates. The mere fact that 50 per cent. of the dues would be receivable by the Porte shows how greatly the receipts exceed the expenditure.

Under these circumstances, I am instructed to again remind your Excellency that Her Majesty's Government have not given their consent to the new Concession, and to request an immediate answer to the Embassy's *note verbale* of the 20th December.

I have, etc.,

(Signed) PHILIP CURRIE.

No. 13.

The Marquess of Salisbury to Sir P. Currie.

Sir, *Foreign Office, February* 6, 1896.

With reference to my telegram of the 4th instant, requesting you to protest against the surplus derived from the Ottoman lighthouse dues being pledged as security for a loan to the Turkish Government, Her Majesty's Government have not given their assent to the taxation of British shipping which would be involved in the

enforcement of the renewed Concession, copy of which was sent home in your despatch of 23rd October last, and they remain of opinion that settlement of the question will be facilitated by a discussion between the concessionnaire and the technical authorities in this country. Light dues should not be treated as a normal source of revenue to the State, and the fact that one-half of the gross revenue derived from these dues in Turkey is sufficient to pay the expenses of the service, and to afford, in addition, what is no doubt ample security and interest to the concessionnaire, appears to them proof that the rate of dues is far too high.

I have, etc.,

(Signed) SALISBURY

No. 14.

Sir P. Currie to the Marquess of Salisbury.

My Lord, *Pera, March* 2, 1896.

With reference to previous correspondence on the subject of M. Collas' proposed visit to London, I have the honour to state that I have on several occasions caused representations to be made to the Foreign Minister and to the Grand Vizier, urging them to persuade M. Collas to proceed to London, in accordance with the repeated promises given by the Sublime Porte.

During Kiamil Pasha's tenure of office the Government gave M. Collas a letter to the late Rustem Pasha, and were under the impression that he would proceed at once to London and confer with Her Majesty's Government on the subject of the renewal of his Concession. It appears, however, that M. Collas went to London, but did not put himself in communication with Her Majesty's Government.

The Grand Vizier has now informed me through Mr. Block that by his direction, the Minister of Marine has once more written to M. Collas urging him to go to London and confer with Her Majesty's Government, but it appears doubtful whether M. Collas will follow this advice.

I shall not fail to keep your Lordship informed as to the course of these negotiations.

I may mention that M. Collas, who spent some months in Therapia last summer, repeatedly assured me of his desire to act as far as possible in accordance with the wishes of Her Majesty's Government.

No. 15.

Anthopoulo Pasha to the Marquess of Salisbury.

(Translation.) *Imperial Turkish Embassy, London,*

M. le Marquis, *May* 4, 1896.

In continuation of my verbal communication on the subject of lighthouses, I have the honour to bring to your Lordship's knowledge that I have not up to the present moment received any communication relative to the appointment of a Delegate to treat on that subject.

As M. Collas has been in London for nearly three weeks, and as his visit here is consequent on an understanding arrived at between the Sublime Porte and the British Embassy at Constantinople, I beg that your Lordship will be so good as to repeat your recommendations in the proper quarter in order that the Departments concerned may hasten as much as possible the appointment of a Delegate.

In the assurance that I shall shortly receive a satisfactory communication on the subject, I have, etc.,

(Signed) ANTHOPOULO.

No. 16.

The Marquess of Salisbury to Anthopoulo Pasha.

Your Excellency, *Foreign Office, May* 6, 1896.

I have the honour to acknowledge the receipt of your note of the 4th instant confirming your Excellency's verbal communication of the 2nd instant, in regard to the presence of M. Collas in this country.

Her Majesty's Government are glad to learn that an opportunity which they have, as your Excellency is aware, for some time past desired, has now presented itself for discussing with M. Collas the various questions connected with the renewal of the Mediterranean Concession and the construction of lights in the Red Sea; and if your Excellency will be so good as to ascertain when it will be convenient to M. Collas to call at this Office with that object, arrangements will be made for representatives of the Departments of Her Majesty's Government which are interested to meet him.

I have, etc.,

(Signed) SALISBURY.

No. 17.

Memorandum.

Paper handed in by M. Collas at his interview on the 9th May, 1896, with Admiral Sir George Nares (present on behalf of the Board of Trade) and Sir H. Bergne.

(Translation.)

OTTOMAN MEDITERRANEAN LIGHTHOUSES.

History of the Question of Ottoman Lighthouses from 1855 *to* 1896.

At the outbreak of the Crimean war the coasts of Turkey were unprovided with lights. Their immediate creation was rendered necessary by the maritime movement which was the consequence of that war.

An International Commission appointed for the purpose decided on the construction of fifty-two lighthouses or lights, and on the establishment of a tariff of dues.

This tariff is not, as is the case in England, proportionate to the number of lights which vessels are supposed to be able to see: *it is fixed and invariable irrespective of the number of lights which may be of service to a vessel in the course of her voyage.*

This tariff, which is still in force, is much lower than those which now prevail in all other countries.

Turkey hastened to light the points of most importance: eighteen lighthouses or lights were constructed in the passage from the Dardanelles to the Black Sea, and three at the mouth of the Danube. These were lighted in the course of the year 1856, and the levy of dues was enforced.

On the conclusion of peace, the construction of the remaining thirty-one lights was abandoned by the Porte.

This dangerous state of affairs which was detrimental to the commerce and navigation then making such rapid strides, was the origin of the scheme submitted to the examination of the Porte by MM. Collas and Michel in 1860.

The fifty-two lighthouses or lights demanded by the International Commission in 1856 proving insufficient, they offered to establish ninety-six.

The acceptance of this proposal gave rise to the contract concluded on the 20th August, 1860, between the Porte and MM.

Collas and Michel, for the construction of the lighthouses, the maintenance of the lights and the collection of the dues on the Turkish coasts.

Four years were allowed for the completion of the works; the duration of the contract was fixed at twenty years from their completion, which was effected on the 4th September, 1864.

The contract stipulates that the lighthouse service shall form part of the Imperial Ottoman Admiralty; that the workshops and the administration shall be in the Arsenal; that the staff shall wear the uniform of the Turkish Navy; and that the dues shall be levied in the name of the Government.

In all that relates to the cost of the construction of the lighthouses, the maintenance of the lights, and the collection of the dues, the charges shall, without exception, be borne by MM. Collas and Michel.

The receipts arising from the dues are assigned in part to the State as remuneration for the eighteen lighthouses originally constructed by them, and in part to MM. Collas and Michel, on account of the charges for which they are liable.

At the expiration of the Contract, MM. Collas and Michel are to hand over to the Government the whole of the lighthouses, and the workshops as well as the offices built by them in any part of the Empire, either for the light service or for the collection of the dues.

This transfer is to be gratuitous, and they shall then become the property of the State.

At the time of the execution of the works from 1860 to 1864, it was recognised that the ninety-six lighthouses or lights mentioned in the Contract did not meet the requirements of navigation. Seventeen additional ones were accordingly constructed.

It will be seen from the above that the tariff of light dues established by the International Commission in 1856 in view of the fifty-two points to be lighted, a number afterwards raised to ninety-six in the 1860 Agreement, has really been maintained, whilst the number of lights has been raised to 112, without any increase in the charges to shipping.[1]

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[1] Out of these 112 lighthouses or lights Turkey abandoned, without indemnity, in accordance with the stipulations of the Treaty of Berlin :—

	Lighthouses.	Lights.
To Montenegro :		
At Antivari	1 ...	—

In consequence of the numerous demands addressed to the Porte by the Maritime Powers, by Insurance Companies, and by the great Steam Navigation Companies, who urgently claimed an extension of the lighting to other points, a new contract was made by the Porte with MM. Collas and Michel in 1879.

In consideration of the prolongation by fifteen years of their contract, terminating the 4th September, 1884, MM. Collas and Michel agreed to construct and maintain nineteen new lighthouses.

That which took place from 1860-79 was not slow in repeating itself; instead of nineteen, forty-two were constructed.[1]

The number of lighthouses which the International Commission found necessary in 1856 was fifty-two, and it established a tariff accordingly. This number has gradually risen to 154; at the same time, the illuminating power of many of the old lights has been considerably increased.

These constant ameliorations have not been accompanied by any modification of the tariff, which has remained unaltered. *Shipping in general has reaped the benefit without charge.*

To Russia:				
At Batoum	1	...	—
To the European Danube Commission:				
At Sulina	1	...	—
At the Isle of Serpents	1	...	—
To Greece:				
At Volo	—	...	1
At Touzla Bournou	—	...	1
To Great Britain:				
In Cyprus	—	...	—
At Larnarca	—	...	1
At Kiti	—	...	1
At Gates	1	...	—
	5		4

[1] In order to satisfy the express demand of England, two new lighthouses are now being constructed in the Gulf of Ismidt, and the lighting power which has existed there for a long time is being increased.

At the present moment the construction of other lighthouses must be undertaken. As in the past, they will shortly be erected without change in the tariff.

Since its beginning the service of the Ottoman lighthouses has not given rise to any complaint or observations; it has always kept pace with the constantly increasing needs of navigation. Its working defies all criticism.

Present State of the Lighthouse Question.

It is sometimes advanced that the lighthouse dues ought to represent only proper provision for a sinking fund for the cost of construction and for the expenses of the light service. This system has yet to be applied. If put into practice, the possibility of constructing new lighthouses on the points non-productive of receipts would be excluded, and tariffs varying with the movement of shipping would be implied for the lighthouses already existing.

The tariff now in force was established in Turkey in 1856, and provided for fifty-two lights.

The range of light of these fifty-two lights has been considerably increased since their erection.

101 supplementary lights having been put in operation in addition to the above, the total of lighting by Turkey is composed of 153 lighthouses or lights.

The security which they give to navigation having increased by two-thirds, is equal in fact to a diminution of two-thirds of the tariff of 1856.

To this diminution is added another which is only temporary.

The dues are levied at the rate of 100 piastres per Turkish £ gold; but, as a favour, payment is accepted in silver money, of which the depreciation for many years has varied between 8 and 9 per cent.

Turkey then has foundation for saying that the tariff of 1856 is actually diminished by about 75 per cent., and that this diminution will continue in proportion to the number of new lighthouses which she will construct in the future, since the original tariff remains invariably the same.

The construction and maintenance of the 101 lighthouses erected in addition to those which the International Commission of 1856 had estimated as sufficient, and the necessity of shortly constructing others, led in 1894 to a new Agreement, which has prolonged

the engagements between the Ottoman Government and MM. Collas and Michel until the year 1924.

It is in conformity with these engagements that the floating lights of the Gulfs of Salonica and Smyrna are now being replaced by new ships, and that on the express demand of England steps are being taken for the alteration of the lighting of the Gulf of Ismidt by increasing the range of the old lights, and by adding to these, two new lighthouses.

These engagements, based on the maintenance of the tariff of 1856, could not now be brought back under discussion since they have become definite, their execution having commenced.

Any modification of the tariff would have necessarily detrimental consequences to the interests of commerce and navigation, the regular working of the present lighting of the coasts of Turkey would be put in jeopardy, and its progress and extension would be absolutely stopped.

A comparison of the lighthouse dues with those of England and of Egypt proves that in Turkey the dues are much less high.

The Ottoman tariff was established in 1856 as provision for fifty-two lighthouses to be constructed.

The number of lighthouses has more than tripled since 1856.

It is continually augmented by the erection of new lighthouses.

The Ottoman tariff remaining always the same, whatever may be the number of lighthouses of which shipping can avail themselves, the difference in favour of the Ottoman tariff will continue to increase.

In view of these explanations it is hoped that England will withdraw the observations which she has put forward.

No. 18.

Foreign Office to M. Collas.

Dear M. Collas, *Foreign Office, May* 13, 1896.

I am authorised by Lord Salisbury to inform you that Her Majesty's Government are prepared to give their assent to your new contract with the Porte of the 25th October, 1894, respecting the Ottoman lights, upon the conditions provisionally arranged at our meeting on the 11th instant, as expressed in the inclosed Memorandum.

I shall be much obliged if you will acknowledge the receipt of

this letter, and inform me as soon as convenient whether this arrangement is acceptable to the Imperial Ottoman Government, in which case the understanding can be recorded by an exchange of diplomatic notes.

I am, etc.,

(Signed) H. G. BERGNE.

Inclosure in No. 18.

(Translation.) *Memorandum.*

The lighthouse dues will continue to be levied from the 4th September, 1899, as they are at the present moment, but with a reduction of 10 per cent. for the ten first years and of 20 per cent. for the fifteen following years, that is to say, until the 4th September, 1924.

It is agreed that at the end of twenty years, that is to say, five years before the expiration of the Contract, the two Governments will come to an understanding for the preparation of a new tariff.

The Ottoman Government undertakes to construct in three years two lighthouses on the Island of Crete; and later to construct all lights which may be shown to be necessary.

It is understood that the reduction of 10 and 20 per cent. will be borne entirely by the Ottoman Government.

As regards the Contract for the Red Sea, it is understood that M. Collas made no objection to the arrangements which may be entered upon between the Governments of Great Britain and Turkey.

Foreign Office, May 11, 1896.

No. 19.

Anthopoulo Pasha to the Marquess of Salisbury.

(Translation.)

M. le Marquis, *Turkish Embassy, London, October* 8, 1896.

Her Britannic Majesty's Government being desirous of settling the question regarding the lighthouses of the Ottoman Empire has, through this Embassy, submitted, for the examination of the Government of His Imperial Majesty the Sultan, a Memorandum, dated the 11th May, 1896, drawn up on the subject in conjunction

with M. Collas, Administrator-General of the Lighthouses of the Ottoman Empire.

In conformity with the instructions which I have just received from my Government, I have the honour to notify to your Lordship the acceptance by the Sublime Porte of the stipulations set forth therein, and I beg you to be so good as to acknowledge the receipt of this note.

I have, etc.,

(Signed) ANTHOPOULO.

CHAPTER VI.

CIVIL SERVICE EXAMINATIONS.

26. Indexing and précis-writing have long been important subjects in the competitions for Second Division Clerkships, Excise, and other appointments. Below we reproduce the most recent instructions to candidates issued by the Commissioners, and give the latest examination papers.

Exercise 18.

(Set at the Second Division Clerkship Examination, 1902. Time allowed, 3 hours.)

Précis.

Having read the accompanying Correspondence—

1. *Make an Index of the several letters and other papers, with the exception of those already indexed below.*[1]

2. *Draw up a Précis of what passed.*

N.B.—*You are warned that full marks cannot be obtained unless both the Index and the Précis are attempted.*

Directions.

(1) The Index should deal separately with every letter or document, whether covering or enclosed. It should contain the date of each letter or document; the names of the persons by whom and to whom it is written; and, *in*

[1] The student will find the index of these two letters on p. 5.

as few words as possible, the subject of it. The merits of such an Index are—(*a*) to give the really important point or points of each letter or document, omitting everything else; (*b*) to do this briefly, distinctly, and in such a form as readily to catch the eye.

(2) The object of the précis (which should be drawn up *not letter by letter*, but in the form of a narrative) is that anyone who had not time to read the original Correspondence might, by reading the Précis, be put in possession of all the leading features of what passed. The merits of such a Précis (which should not exceed two pages in length) are—(*a*) to contain all that is important in the Correspondence; (*b*) to present this in a consecutive and readable shape, expressed as distinctly as possible, and as briefly as is compatible with distinctness.

No. 1.

Sir E. Satow to the Marquess of Lansdowne.—(*Received February* 27.)

(Telegraphic.) *Peking, February* 27, 1901.

The following telegram received from the Acting Consul-General at Hankow yesterday:—

The Viceroy's Secretary came by instruction to see me yesterday, and showed me a summary the Viceroy had received by telegram of the Treaty which is being pressed at St. Petersburgh upon the Chinese Minister. His Excellency urges that the signature of this Treaty means granting exclusive privileges, and inquires how far His Majesty's Government would support China if she refused to do so.

The following are the provisions:—

1. Manchuria to be restored.

2. Until the last four provisions of the Treaty are carried out, Russia will maintain an additional force for the protection of the Manchurian Railway.

3. Assistance to be given to China by Russia in keeping order.

4. No army to be maintained by China until the completion of the Manchurian Railway, and then Russia is to be consulted as to the strength of the army. No munitions of war are to be imported.

5. If Russia complains of any official, however high his rank, he shall be cashiered. The strength of the police is to be settled with

Russia; they are not to possess artillery, and no foreigners other than Russians are to be employed in it.

6. No foreigners are to be employed in connection with the sea or land forces in North China.

7. Abolition of Chinese administration in the town of Chinchou.

8. China is not to grant any mining, railway or other rights without the permission of Russia in the territory upon the Russian border, *i.e.*, Manchuria, Mongolia, Ili, Yarkand, etc., and Russia's permission is to be obtained before China builds railways in these. No lease is to be granted to any but Russians outside of Newchwang.

9. The indemnities of the Powers and the expenses incurred by Russia in Manchuria are to be dealt with on the same footing.

10. With reference to the damages suffered by the Manchurian Railway and its employés, these shall be made good by the . . . . . [here the meaning is obscure].

11. Instead of this, Concessions may be accepted or existing contracts modified.

12. Building of a railway line, on the same terms as the Manchurian Railway, from the main or branch line in the direction of Peking up to the Great Wall.

Here Mr. Fraser's telegram ends.

Confirmation is given to this information by what I ascertain here. Pressure is being brought by the Russian Legation on Li Hung-chang to obtain his consent. The whole question has evidently been referred to the Court.

As there seems some obscurity in the last portions of Mr. Fraser's telegram I have desired him to repeat them, and will send them on to your Lordship at once.

No. 2.

Sir E. Satow to the Marquess of Lansdowne.—(*Received February* 28.)

(Telegraphic.) *Peking, February* 28, 1901.

In continuation of my telegram of yesterday, the Acting Consul-General at Hankow has repeated the Articles which were not clear in his previous telegram, *i.e.*, Nos. 10 and 11 of the Manchurian Agreement.

Article 10 provides that compensation shall be settled with the Railway Company with regard to the damage done to the Manchurian Railway and suffered by its employés.

Article 11 states that the form such compensation may take is the granting of new Concessions or modification of contracts now existing.

No. 3.

Chinese Imperial Edict, dated February 28.—(*Communicated by Chinese Minister, March* 1, 1901.)

(Translation.)

Russia promises to deliver up the three eastern provinces (Manchuria). She proposes an Agreement of twelve Articles. We have authorised our Plenipotentiary to amend and modify them, so as to preserve our rights of sovereignty. The foreign Representatives also advise China not to accept them.

But in reflecting upon the present situation, though we are grateful to the advice of foreign Representatives, it is impossible for China alone to incur the displeasure of Russia by remaining firm. This is not only a question for China to study with all possible care, in order that it may be solved without any danger to her, but also a question in which the foreign Governments interested should maintain the balance of power.

We hereby appoint Lu Hai Kwan, Li Shen Doh, Lofêngluh, and Wu Ting Fang to consult confidentially with the respective Foreign Offices, and ask them most earnestly for their conjoint mediation between us and Russia, so that the question may be peacefully solved in a manner which will prove beneficial to all nations concerned.

Respect this.

No. 4.

The Marquess of Lansdowne to Sir E. Satow.

(Telegraphic.) *Foreign Office, March* 1, 1901.

I am informed by the Chinese Minister that he has received instructions from his Government by Imperial Edict to request the mediation of His Majesty's Government in regard to the proposed Russo-Chinese Agreement respecting Manchuria.

A similar request has been made by the Chinese Government to the German, Japanese, and United States' Governments.

The Minister read to me a telegram from the Viceroy of Wuchang containing a request for the support and intervention of His Majesty's Government. He also read to me a telegram from the Chinese Plenipotentiaries containing a similar suggestion.

I informed the Minister that the alleged new Agreement had attracted our attention; that I considered it a matter of very serious importance; and that the descriptions received by us suggested the idea that it involved not only a temporary and provisional arrangement affecting a part of Manchuria, but the virtual establishment by Russia of a Protectorate over the whole of Manchuria as well as over Chinese Turkestan and Mongolia.

No copy of the official text had, however, yet reached us. This we hoped to obtain, and we should then have to confer with the other Powers whose mediation had been invited by China.

I assumed that China would not commit herself in the meantime, and that she would await the answer to her request for mediation before she took any further steps.

The substance of my conversation with the Chinese Minister has been communicated to the German and Japanese Governments.

No. 5.

The Marquess of Lansdowne to Sir E. Satow.

Sir, *Foreign Office, March* 1, 1901.

The Chinese Minister left me to-day the inclosed translation of an Imperial Edict dated the 28th ultimo,[1] requesting the conjoint mediation of Great Britain, Germany, the United States and Japan between the Governments of Russia and China in regard to the Agreement which the former Government is reported to be pressing upon the latter.

The Minister had previously read to me a telegram from the Viceroy at Hankow in regard to the same Agreement, to the effect that by it Russia would encroach upon the territorial jurisdiction, military power, and financial rights of China, and that it would also interfere with the interests of other Powers; that the Russian Minister at Peking stated to the Chinese Plenipotentiaries that the Agreement concerned Russia and China only, and that the Chinese Government should not take any notice of what the foreign Representatives might say to them about it. Chang Chih Tung wished to know whether foreign Powers would intervene and make representations to the Russian Government, and also whether England would support China.

[1] No. 137.

Sir C. Lofêngluh further informed me that he had received a telegram from the Chinese Plenipotentiaries at Peking. This telegram referred to the fact that foreign Representatives had on different occasions stated that until after the conclusion of a collective Agreement China should not enter into any Agreement with any individual Power. Still less should she cede any part of her territory or financial rights to any Power, as if she did, other Powers might claim to do the like.

The Russian Government had, Prince Ching and Li Hung-chang said, arrived at a proposed separate Agreement with the Chinese Minister at St. Petersburgh, and the Chinese Plenipotentiaries did not see that it would deprive China of any part of her territory or financial rights. They therefore hoped that the foreign Powers would not oppose it, as if they did there might be a rupture of the relations between China and Russia which might prove detrimental to the interests of the Powers, and the temporary Russian occupation might become a permanent one.

I told Sir C. Lofêngluh that our attention had been directed to the alleged Agreement, that the matter seemed to us a very serious one, as the proposed arrangement, instead of being of a temporary and provisional character, appeared to involve the establishment of a permanent Protectorate, not over a part of Manchuria, but over the whole of Manchuria as well as Mongolia and Chinese Turkestan.

Although, however, we had received several versions of the document, we had not yet succeeded in obtaining the full text. We hoped, however, to be able to do this, and we should then have to confer with the other Powers whose mediation had been invited by the Imperial Edict which he had communicated to me as to the action, if any, which it might be advisable to take.

I assumed that, in the meanwhile, China would abstain from committing herself in regard to a question of such gravity, and that she would await the reply of the Powers to which she had appealed.

At the Minister's request, I authorized him to telegraph to his Government in the sense of the above remarks.

I am, etc.,

(Signed) LANSDOWNE.

No. 6.

The Marquess of Lansdowne to Sir E. Satow.

(Telegraphic.) *Foreign Office, March* 2, 1901.

Russian-Manchurian Agreement.

My telegram of the 1st March.

It has been stated to me by the Chinese Minister that his instruction to request the mediation of His Majesty's Government was by an Imperial Edict dated the 28th February.

He further explains that the telegram to him from the Chinese Plenipotentiaries expressed the hope of the latter that the Powers would not oppose the Agreement, as they are of opinion that it will not deprive China of any part of her territory or financial rights, and a rupture of the relations between China and Russia might result from opposition.

No. 7.

Mr. Choate to the Marquess of Lansdowne.—(*Received March* 4.)

My Lord, *American Embassy, London, March* 2, 1901.

I have now the honour to send to your Lordship a copy of a Memorandum, handed by my Government to the Chinese Minister at Washington on the 19th February, which I have received to-day with instructions to communicate the same to your Lordship.

I have, etc.,

(Signed) JOSEPH H. CHOATE.

Inclosure in No. 7.

Memorandum handed to the Chinese Minister at Washington on February 19, 1901.

The preservation of the territorial integrity of China having been recognized by all the Powers now engaged in joint negotiation concerning the injuries recently inflicted upon their Ministers and nationals by certain officials and subjects of the Chinese Empire, it is evidently advantageous to China to continue the present international understanding upon this subject. It would be, therefore, unwise and dangerous in the extreme for China to make any arrangement, or to consider any proposition of a private nature,

involving the surrender of territory or financial obligations by Convention with any particular Power, and the Government of the United States, aiming solely at the preservation of China from the danger indicated, and the conservation of the largest and most beneficial relations between the Empire and other countries, in accordance with the principles set forth in its Circular note of the 3rd July, 1900—and in a purely friendly spirit toward the Chinese Empire and all the Powers now interested in the negotiations—desires to express its sense of the impropriety, inexpediency, and even extreme danger to the interests of China, of considering any private territorial or financial arrangements, at least without the full knowledge and approval of all the Powers now engaged in negotiation.

No. 8.

The Marquess of Lansdowne to Sir C. Scott.

(Telegraphic.) *Foreign Office, March* 4, 1901.

Express my thanks to Count Lamsdorff for his permission, reported in your telegram on the 27th ultimo, to present to Parliament your despatch of the 6th ultimo, recording a conversation with his Excellency respecting the reported Russo-Chinese Agreement as to Manchuria. His Majesty's Government will avail themselves of the permission, and will present the despatch with the amendments suggested by his Excellency.

I fear that, though its presentation will somewhat allay, it will not dispel, the apprehensions created by the publication of various versions of the Agreement which is now under discussion at St. Petersburgh, according to advices received by His Majesty's Government.

By the terms of these the idea is certainly suggested that much more is involved than a temporary and provisional arrangement having in view the prevention of the recurrence of the recent disturbances, as well as the protection of the railway.

There is no limit assigned for the duration of the Agreement as a whole, and its termination is made to depend, in respect of certain clauses, on the fulfilment of conditions, in complying with which there might be an indefinite delay.

Again, other provisions are of an enduring character on the face

of them, and also in some cases inconsistent with the Treaty obligations incurred towards other Powers by China.

The Agreement is also described as containing provisions for the conclusion of a separate arrangement with regard to the indemnity for the destruction of the Trans-Manchurian Railway, which is claimed by Russia.

China should not, in the opinion of His Majesty's Government, enter into any separate arrangement with individual Powers which might be calculated to affect permanently her territorial, political, financial, or commercial status.

In reply to inquiries made by China as to our views, His Majesty's Government have expressed this opinion, and they are glad to find that the intention of making an arrangement of the kind is disclaimed by the Russian Government.

His Majesty's Government trust, however, in view of the persistent reports to which I have referred, that the Russian Government may communicate to them, for their information, the actual text of the Agreement or Agreements.

No. 9.

The Marquess of Lansdowne to Sir F. Lascelles.

(Telegraphic.) *Foreign Office, March* 5, 1901.

Russian-Manchurian Agreements: my telegram of the 1st instant to Sir E. Satow.

I have learnt from the German Ambassador that his Government have been informed by the American Ambassador at Berlin of the appeal which the Chinese Court have made at Washington, and of their request for advice.

It is the intention of the German Government to reply to the following effect to any such appeal.

The principle that questions affecting China should be settled by the concert of the Powers, and not directly between Cabinet and Cabinet, has all along obtained the adherence of the German Government.

Consequently, they suggest that the Chinese Government should apply to the Conference of Ministers at Peking in this matter.

No. 10.

The Marquess of Lansdowne to Sir E. Satow.

(Telegraphic.) *Foreign Office, March 5, 1901.*

Russian-Manchurian Agreements: my telegram to Sir F. Lascelles of to-day repeated to you.

Do what you can to induce the Chinese Government to accept the German suggestion that they should apply to the Conference of Ministers at Peking in this matter.

No. 11.

Sir E. Satow to the Marquess of Lansdowne.—(Received March 6.)

(Telegraphic.) *Peking, March 6, 1901.*

I have obtained Chinese text, of which following is a translation:—

"1. The Emperor of Russia, being anxious to give evidence of his friendly feeling towards China, is willing to forget the hostile acts committed in Manchuria, and to hand back the whole of that country to China—its administration to be carried on as heretofore.

"2. Under Article 6 of the Manchurian Railway Agreement, the Administration is authorized to maintain troops for the protection of the line. The country, however, being at present in an unsettled condition, and such troops few in number, a body of soldiers must be retained until order is restored, and until China shall have carried out the provisions of the last four Articles of the present Convention.

"3. In the event of grave disturbances the Russian garrisons will afford China every assistance in suppressing the same that lies in their power.

"4. In the recent attacks against Russia, Chinese troops having taken a prominent part, China agrees, pending the completion of the line and its opening to traffic, not to establish an army (in those provinces). She will consult with Russia as to the number of troops she may subsequently wish to establish there. The importation of munitions of war into Manchuria is prohibited.

"5. With a view to safeguarding the interests of the territory in question, China will, on representations being made by Russia, at once deprive of office any Military Governor or other high official,

whose conduct of affairs may prove antagonistic to the maintenance of friendly relations.

"A police force, consisting of mounted and unmounted units, may be organized in the interior of Manchuria. Its numbers shall be determined after consultation with Russia, and from its armament artillery shall be excluded. The services of the subjects of any other Power shall not be employed in connection therewith.

"6. In conformity with the undertaking given by China at an earlier date, she will not employ the subjects of any other Power in training Chinese soldiers or sailors in North China.

"7. The neighbouring local authorities will, in the interests of peace and order, draw up new special Regulations with reference to the neutral zone (see Agreement of the 27th March, 1898) treated of in Article 5 of the Agreement relating to the lease (of part of the Liaotung Peninsula).

China's autonomous rights in the City of Chinchon, secured to her by Article 4 of the Special Agreement (of the 7th May, 1898), are hereby abrogated.

"8. China shall not, without the consent of Russia, grant to any other Power, or the subjects thereof, privileges with regard to mines, railroads or other matters in conterminous (*i.e.*, with Russia) regions, such as Manchuria, Mongolia, and the sections of the new Dominion known as Tarbagati, Ili, Kashgar, Yarkand, and Khoten. Nor shall China, without Russia's consent, construct [rail]roads there herself.

"Except as far as Newchwang is concerned, no leases of land shall be granted to the subjects of other Powers.

"9. China being under obligation to pay Russia's war expenses and the claims of other Powers, arising out of the recent troubles, the amount of indemnity presented in the name of Russia, the period within which it will have to be paid, and the security therefore will all be arranged in concert with the other Powers.

"10. The compensation to be paid for the destruction of the railway lines, for the robbery of property, belonging to the Railway Administration and its employés, as well as claims for delay in carrying on the construction of the line, will form subject of arrangement between China and the Administration.

"11. The above-mentioned claims may, by agreement with the Administration, either in part or in whole, be commuted for other privileges. The grant of such privileges would involve a complete revision of the previous Agreement.

"In conformity with the undertaking previously given by China, it is agreed that a line may be constructed from either the trunk line or the branch line (of Manchurian Railway) in the direction of Peking up to the Great Wall, its administration to be governed by the Regulations at present in force."

China's liberty of action is infringed by the prohibition to employ foreigners in Articles 5 and 6.

Article 8 is contrary to possible interests of other Powers, and lays the foundation for future treatment of those districts in the same way as Manchuria.

The railway indemnity is withdrawn from the purview of the Powers by Article 10.

No. 12.

The Marquess of Lansdowne to Lord Pauncefote.

My Lord, *Foreign Office, March* 6, 1901.

The United States' Ambassador spoke to me to-day at some length with regard to the Agreement alleged to be in contemplation between Russia and China with reference to the northern provinces of the Chinese Empire.

His Excellency clearly recognized the importance of the contemplated transaction, if correctly reported, as threatening the Treaty rights of other Powers, and also as being something more than a temporary and provisional arrangement between Russia and China.

I handed to his Excellency a copy of Sir C. Scott's despatch of the 6th ultimo.

In reply to his inquiries I suggested that all we could do for the present was to endeavour to obtain the authentic text of the proposed Agreement, and in the meanwhile to discourage the Chinese from committing themselves to it.

I said that I had read with much satisfaction the Memorandum committed to the Chinese Minister at Washington on the 19th February, which he had been good enough to communicate to me on the 2nd instant. I thought, in particular, that the suggestion contained in the last sentence of the Memorandum was particularly appropriate, viz., that in which the American Government expresses its sense of the extreme danger to the interests of China of considering any private territorial or financial arrangements, at least without the full knowledge and approval of all the Powers now engaged in negotiation.

I thought that all the Powers might well agree to some such arrangement as that indicated in this passage, and that we might perhaps even go further and propose, as a self-denying Ordinance which all the Powers might accept, that we should agree not to recognize the validity of any private arrangement made separately between China and individual Powers until it had been referred to the Representatives of all the Powers. If such a proposal were to be made to us by the United States' Government I felt confident that I should be able to obtain for it the support of His Majesty's Government.

The Ambassador told me that he would telegraph to Washington to inquire what the United States' Government were doing in consequence of the request made by the Chinese Government for their mediation, and that he would repeat to his Government the substance of what I had said to him.

I am, etc.,

(Signed) LANSDOWNE.

No. 13.

The Marquess of Lansdowne to Sir E. Satow.

Sir, *Foreign Office, March* 6, 1901.

The Chinese Minister asked me to-day whether I had any answer to give him to the three documents which he had communicated to me last week, viz.:—

1. The Imperial Decree of 28th February, asking for the mediation of the four Powers;
2. The telegram received from the Viceroy of Wuchang, asking for our intervention; and
3. The telegram from the Chinese Plenipotentiaries, in which they suggested the uselessness of further resistance to the Russian demand.

I said that I was in communication with the three other Powers whose mediation had been invoked, but that all I could say to him at present was that I held very strongly the opinion which I had already expressed to him, viz., that his Government should on no account commit itself to any Agreement of the kind said to be in contemplation.

I am, etc.,

(Signed) LANSDOWNE.

No. 14.

Sir C. Scott to the Marquess of Lansdowne.—(Received March 7.)

(Telegraphic.) *St. Petersburgh, March 7, 1901.*

At an interview which I had with Count Lamsdorff to-day I read to him a French Translation of the message contained in your Lordship's telegram of the 4th instant, but did not leave a copy of it with him.

His Excellency objected strongly to the suggestion that he should communicate to His Majesty's Government the actual text of the conditions for the evacuation of Manchuria by Russian troops which were still under discussion with China, in order to correct impressions raised as to their nature and bearing by maliciously garbled and incorrect accounts in the press.

Even supposing that the terms had been definitely fixed, and he had them in his portfolio before him, to communicate the details to a third party would, in his Excellency's opinion, be incompatible with the character of an independent State in negotiation with another.

In reply, I pointed out that neither protest nor demand for such a communication, if the Russian Government did not desire to make it in order that misconceptions might be dissipated, was contained in the words I had read to him. It was not on the press that we were dependent for the version we had of the Articles under discussion, but—and we did not desire to make any secret of this to the Russian Government—China had asked us for our views on them, and, as we had a perfect right to do so, we had frankly given them.

His Excellency said that he had been informed by the Chinese that the only thing which prevented them from accepting the Russian conditions was the strong opposition of His Majesty's Government, and it was self-evident that to sow dissension between the two Powers was the object in both cases.

The question of Manchuria was, he maintained, quite apart from the questions which were being negotiated with China by the Powers in concert, and Russia had a perfect right to make what conditions she chose for the evacuation of the province by her troops—if China did not accept these the occupation could continue. It was China which was pressing early evacuation upon Russia, and not Russia which was pressing terms on China.

Germany, his Excellency said, had always understood that this question would be settled by Russia in a separate Agreement with China apart from the other negotiations, and Count Bulow had recently repeated that arrangements about Manchuria were no concern of Germany's.

I had no knowledge, I said, of Germany's interests, and of Russia's right to take what course she liked there was no question—the question was whether China had the right to free herself from Treaty obligations to other Powers, or, while in negotiation with other creditors, to enter into separate Agreements which permanently affected her territorial, political, commercial, and financial status.

There was no intention, Count Lamsdorff said, of injuriously affecting these negotiations or interfering with the acquired rights of other Powers.

His Excellency could not, however, give me any more positive assurances than were to be found in the declared intentions of the Emperor. The violent suspicion displayed in Parliament and in the English press of their loyalty was regrettable, and was causing great irritation in the highest quarters in Russia.

His Majesty's Government, I said, were not responsible for public feeling in England. They were only anxious to allay unjust suspicions, and hoped that the Russian Government would assist them in doing so by a frank and confidential communication.

No. 15.

The Marquess of Lansdowne to Lord Pauncefote.

(Telegraphic.) *Foreign Office, March* 7, 1901.

On the 6th instant I informed the American Ambassador that I cordially approved the language contained in the Memorandum dated the 19th February, which had been addressed to the Chinese Minister at Washington by the United States' Government, and particularly the suggestion contained in the last few words. All the Powers, it seemed to me, ought to follow the policy there indicated.

I said that I felt no doubt that I should be able to obtain the concurrence of His Majesty's Government if the United States' Government were to make a proposal that all the Powers should be invited to agree that they would not recognize the validity of such private

arrangements as those referred to in the Memorandum until they had been examined by their Representatives.

It seemed to me that the Chinese request for our mediation might be appropriately met by making a proposal of this sort.

I believe Mr. Choate has telegraphed the substance of my observations to the United States' Secretary of State.

No. 16.

Lew-Kwun-Yih to Sir Chihchen Lofêngluh.—(Communicated by Sir Chihchen Lofêngluh, March 8.)

(Translation.)

(Telegraphic.) *Nanking, March* 8, 1901.

On the Manchurian question, the Japanese Government has telegraphed to their Representatives at London, Berlin, and Washington, to consult with the respective Governments.

The Privy Council wires to me saying that China alone could not oppose Russia. She asks most earnestly the assistance and mediation of foreign Powers, who are requested to speak to Russia in the interests of China, in order to prevent a rupture of the good relations between her and Russia, which, if it once occurs, will be more difficult to repair.

Please persuade Lord Lansdowne to assist and mediate and repeat this telegram to your colleagues at Berlin and Washington.

No. 17.

The Marquess of Lansdowne to Sir C. Scott.

(Telegraphic.) *Foreign Office, March* 9, 1901.

Russian Manchurian Agreement.

Your telegram of the 7th March.

You should communicate the text, as reported by Sir E. Satow in his telegram of the 6th instant, to Count Lamsdorff, at the same time pointing out to his Excellency that if this version of the Agreement is approximately accurate it seems impossible to reconcile it with the assurances given by him and reported in your despatch of the 6th February, which has been laid before Parliament; that it is impossible to describe it as a contract of a temporary and provisional nature, and that our treaty rights are certainly affected by it.

On the other hand, it is surely reasonable that we should ask his Excellency's help in exposing the trick and putting the saddle on the right horse if, as he suggests, garbled versions of the Agreement are being circulated by the Chinese Government in order to create dissension between the Powers; and you may state that to join the Russian Government in exhibiting in its true light so discreditable a manœuvre would afford the liveliest satisfaction to His Majesty's Government.

No. 18.

Sir C. Scott to the Marquess of Lansdowne.—(*Received March* 11.)

(Telegraphic.) *St. Petersburgh, March* 11, 1901.

At my last interview with Count Lamsdorff I took upon myself the responsibility of offering to show the versions of the Manchurian Agreement we had received to his Excellency in order that he might assist us in defeating together any malicious attempts to sow dissension between the Powers by pointing out where they were garbled or incorrect.

His Excellency said that these could only be pretended versions of what was at best at that moment a programme of Agreement neither concluded nor signed, in the drawing up of which his colleagues, General Kuropatkin and M. de Witte, had been equally engaged, and he positively declined to look at them or commit himself by discussing or correcting them. He added that if he were to assert that anything was correct to-day, a week from now it might be incorrect.

A temporary *modus vivendi* with the local authorities to regulate the conditions of the provisional Administration was the only agreement that had actually been concluded, and this, I understand, will remain in force until the conclusion with the Representatives of the Central Government of the further Agreement, whatever it may be, which must precede final evacuation.

His Excellency said that, in his opinion, the foreign Governments could only pursue one of two courses: either to meet Russia and the assurances which the Emperor gave in August last with trust or with distrust, and in the latter case it would be quite justifiable for them to take whatever steps they thought were best in order that their own interests might be safeguarded.

As for Russia's interests, she would take care to safeguard them herself.

No. 19.

Sir E. Satow to the Marquess of Lansdowne.—(*Received March* 11.)

(Telegraphic.) *Peking, March* 11, 1901.

Russo-Chinese Manchurian Agreement.

At an interview this day with Prince Ch'ing I adverted to the danger on China from the Articles reported in my telegram of the 5th instant.

His Highness admitted that it was so, and stated that instructions had been sent to the Chinese Minister at St. Petersburgh to press for their omission.

I told his Highness that the indemnity to the Manchurian Railway ought to be placed on a par with other claims for indemnity and I pressed him to communicate to the foreign Representatives the draft Convention.

Prince Ch'ing replied that he would desire to invite the opinion of the foreign Representatives as soon as the draft had assumed a more definite shape.

No. 20.

Sir C. Scott to the Marquess of Lansdowne.—(*Received March* 13.)

(Telegraphic.) *St. Petersburgh, March* 13, 1901.

I read, this afternoon, to Count Lamsdorff, a French paraphrase of your Lordship's telegram of the 9th instant, but did not leave him a copy or show it to him.

He told me that the Emperor approved his action in declining to discuss, officially, the details of negotiations with China which were still under consideration, and he refused to see the version of the Agreement which we had received. He argued that it was incompatible with the dignity of Russia to give information for the satisfaction of a foreign Legislative Assembly, as to the exact terms of a draft Agreement, which had not yet taken a definite form. In his opinion we could both afford to view with silence and indifference any manœuvres not unnaturally resorted to by China in her present difficulties.

After this official reply to my proposal to communicate the translation of the Chinese version of the Agreement, he said that although he was anxious not to make any statement which could in any way be interpreted as an official assurance, or which was likely

to be presented to Parliament, he thought that when the time came for the communication of the Agreement in its final form, it would cause agreeable surprise to find that it contained no stipulations affecting the Treaty rights of other Powers, and that to secure respect for all existing Treaties had been the object of his careful attention, and that he would keep in view all that had been said to him on this subject.

He informed me, however, in strict confidence, that in order to guard against a recurrence of anti-foreign outbursts in the neighbourhood of the Russian frontier, it was quite possible that a stipulation would be included to prevent China granting Concessions to any foreigners, including Russians, for the present, as fresh foreign elements introduced before order was entirely re-established might easily provoke a renewal of the disturbances, necessitating fresh measures of repression.

No. 21.

The Marquess of Lansdowne to Sir E. Satow.

Sir, *Foreign Office, March* 13, 1901.

The Chinese Minister told me to-day that Li Hung-chang's telegram, which he had communicated to me on the 1st instant, and which rather conveyed the impression that Li was in favour of complying with the demands of Russia as to the Manchurian Agreement, was in reality written with a different object. Li was just as much averse to such an Agreement as the Imperial Court and the Yang-tsze Viceroys, and had only suggested that China should accept it if it became clear that such a course was absolutely inevitable.

I am, etc.,

(Signed) LANSDOWNE.

No. 22.

The Marquess of Lansdowne to Sir C. Scott.[1]

(Telegraphic.) *Foreign Office, March* 16, 1901.

Manchurian Agreement.

Sir E. Satow's telegram of 6th instant.

The Chinese Government, according to information reaching us from a reliable source, have proposed to Russia to modify Articles

[1] Also to Sir E. Satow and Sir C. MacDonald.

4, 6, 7, 8, 11, and 12 of the draft Convention, and, after consultation with the Ministers of War and Finance, the Russian Minister for Foreign Affairs has to some extent consented, and after it has been submitted to the Czar, an amended draft will be communicated to the Chinese Minister.

No. 23.

Sir E. Satow to the Marquess of Lansdowne.—(*Received March* 17.)

(Telegraphic.) *Peking, March* 17, 1901.

Referring to my telegram of the 6th instant, I am informed that the following modifications, satisfactory to China, have been made in the Manchurian Agreement.

There will be no interference by Russia in Manchuria with regard to the appointments of Chinese officials, nor with the customs or *li-kin* collection there.

The article relating to Mongolia and Turkestan is to be eliminated.

China is only to grant mining and railway concessions in Manchuria to foreigners after she has referred to Russia.

Russia withdraws her stipulation respecting foreign instructors for the army and navy.

The Chinese Administration in Kinchow is to remain.

Signature of the Agreement must take place within fourteen days. It may be made known afterwards.

I am also informed from an equally good source that the cession of Newchwang Railway will no longer be claimed by Russia, who, however, stipulates that she may have the right to construct a branch up to the Great Wall from the Manchurian line.

EXERCISE 19.

(Set at the Excise Examination, November, 1902.)

PRÉCIS.

Time allowed, 2 hours.

You are desired to write out *in your own words* a Memorandum or Précis of the proceedings described in the following minutes of evidence. The Précis ought not to exceed two pages in length.

Attention should be paid to Spelling, Handwriting, Grammar, and Style.

MINUTES OF EVIDENCE TAKEN BEFORE THE SELECT COMMITTEE ON STEAMSHIP SUBSIDIES.

Tuesday, 9th July, 1901.

MEMBERS PRESENT:

Sir Charles Cayzer.	Mr. W. F. Lawrence.
Mr. Evelyn Cecil.	Mr. Price.
Mr. Cust.	Mr. William Redmond.
Colonel Denny.	Colonel Ropner.
Mr. Duke.	Sir Edward Sassoon.
Mr. Joyce.	Sir Edgar Vincent.

MR. EVELYN CECIL IN THE CHAIR.

Sir ALEXANDER SWETTENHAM, K.C.M.G., called and examined.

Chairman.

2113. You have been on several occasions Acting Governor of the Straits Settlements, have you not?—Yes. I have been Colonial Secretary of the Straits Settlements since 1895, and I have acted for the Governor for the last nine months of 1898 and for the whole of 1900.

2114. I think you have made some considerable study into the subject of inquiry before this Select Committee so far as it relates to the British trade in and around the Straits Settlements?—Naturally it has been part of my duty to watch the course of trade, and to see whether British trade was holding its own.

2115. Could you give us any returns of shipping and commerce for the last five years or so which would help us in our inquiry?—I have compiled some returns from the published statistics. I have taken the Colonial statistics from the Colonial Blue Books, and the Chinese statistics from the returns in the Foreign Office—from the Chinese Imperial Maritime Customs Returns. I do not know whether you are acquainted with the Imperial Maritime Customs Returns which are contained in this Yellow Book (*handing in a copy*). The years I have taken have been (where possible) from 1886 to 1899. I have furnished the Chairman with a copy of the statistics, which I produce, and with the permission of the Committee I will simply content myself with making a few remarks upon them.

2116. Would you give us any general deduction which you draw from these returns, or call attention to anything specially remarkable in them?—I should say, taking Singapore for instance, which is dealt with in the first table, which shows the tonnage of certain nations entered at that port, the tonnage under the Austrian, Belgian, and French flags has made no progress, indeed there has been a slight fall, whereas the German tonnage has doubled.

2117. Would you give us the exact figures, say for 1886 and 1899?—For 1886 the French figures were 259,747 tons, for 1899, 247,009 tons. Then the figures for Germany were in 1886, 217,790 tons, and in 1899, 513,978 tons, so that the tonnage has a great deal more than doubled.

2118. Then taking Japan?—Yes, Japan has increased its tonnage over ninety-fold. It was a very small thing in 1886—only 1,197 tons; it was in 1899, 271,076 tons.

Colonel *Denny*.

2119. That shows an increase of over 200-fold as between those two figures?—In making these remarks I do not forget that 1886 was a particularly bad year for Japan, but the increase is certainly over 90-fold. I can explain that in some degree. Japanese coal is replacing British coal very largely in Singapore, and a very great deal of this would be vessels coming down with coal. But, on the other hand, as you know, there is a very fine subsidised Japanese line called the Nippon Yusen Kaisha, which runs every fortnight from London to Japan. Every ship is loaded with passengers. Their fares are lower than the other lines. That has increased the Japanese returns very largely.

Chairman.

2120. Then will you give us the figures for the United Kingdom?—The United Kingdom has increased its tonnage 60 per cent. It was in 1886, 1,578,913, and in 1899, 2,591,908. Now with the Committee's permission I will go to the next table, which deals with Hong Kong, and shows the tonnage entered inwards.

2121. Will you please do so?—With regard to Austria, the tonnage has almost doubled, but it is a small matter. I am only giving the figures approximately. In the case of Austria the tonnage is very small; it was about 44,000 in 1886, and in 1899 it was about 71,000. Then the Belgian tonnage is so small that it

may be neglected. The French tonnage has made very little progress; it was 175,000 in 1886, and in 1899, 219,000. The German tonnage in 1886 was 451,000, and in 1899, 836,000. The Japanese tonnage in 1886 was about 5,000, and in 1899, 672,000, an increase of one-hundredfold. The tonnage of the United Kingdom in 1886 was 3,331,000, and in 1899, 4,362,000, an increase of about 30 per cent.

Mr. *Price.*

2122. Have you the figures for the United States of America?—I have not put them in this Return. I can get the figures at once—it is simply a matter of compilation. But I do not think there is any great increase in figures for the United States of America as yet; there will be an enormous increase when these subsidies, which they are promising, come into operation.

Chairman.

2123. Then would you tell us about the Chinese Imperial Maritime Customs?—The next return is with regard to the Chinese Imperial Customs. This is with regard to the Treaty Ports in China. I have not the Returns for 1886 or 1887; I could not get them in England. I have them in Singapore, but that is too far away to get them in detail. 1888 is the first year I have been able to get, and I have all the years since that. This return is for the Treaty Ports in China—it is a return of the Chinese Imperial Maritime Customs. I could give you all the details if you like; they are given in the Yellow Book. But, practically, you may say it is the whole of the Maritime Trade in China excluding the Chinese junks which, of course, do not concern foreign trade. In 1888 Austria had no trade under this head; in 1900 they had 32,000 tons; in 1888 Belgium had 5,000 tons, now it is only 1,000 tons in 1900, the whole thing is so small it is not worth regarding. Then, as regards France, in 1888 it had 78,000 tons, and in 1900, 281,000 tons; Germany in 1888 had 316,000 tons, and in 1900, 638,000 tons.

2124. So that the tonnage of both France and Germany has doubled?—It has doubled. Then Japan in 1888 had 130,000 tons, and in 1900, 774,000 tons. That is an increase of about five-fold.

Colonel *Denny.*

2125. Is that largely due to coal?—To some extent; but, of course, the Japanese trade with China has increased enormously,

both in coal and everything else. Then the tonnage for Great Britain in 1888 was 2,019,000 tons, and in 1900 it was 3,240,000 tons, that is an increase of over 50 per cent.

Chairman.

2126. Would the Chinese figures have been disturbed much by the war?—They were—the Japanese figures were completely eclipsed in the war. They have been going ahead since then. There was a great falling off in 1895; the Japanese figures went down to only 56,000 tons, then the next year after that they went up to 209,000, the year after to 243,000, the year after 427,000, and the year after, that was when the Nippon Yusen Kaisha began to run with a big subsidy, it was 713,000, and now it is 774,000.

2127. Now, would you give us the figures with regard to the Straits Settlements of imports and exports?—Yes. I produce a Return in regard to the Straits Settlements, showing the imports from and exports to certain foreign countries, stated in thousands of dollar values. I should say for practical purposes the dollar is 2s. at a rough approximation. I see it is 1s. 11½d. to-day. The years I have taken have been from 1886 to 1899, as before.

2128. Perhaps you would read the figures for the first and the last years, as you did before?—Taking Austria, the imports from Austria in 1886 were valued at 659,000 dollars, or you may say, if you wish to put it roughly into pounds—that would be £65,900; and the exports to Austria were valued at 441,000 dollars, that would be £44,100.

2129. That is in 1886?—Yes, in 1899 the imports from Austria had increased to 905,000 dollars, and the exports to Austria had increased to 1,784,000.

Mr. *Cust.*

2130. What are the exports?—I am afraid I could not say that out of my head. I should have to refer to the returns.

2131. There is no leading bulk that you could give us?—Of course all the particulars are given in the Return. I could tell you from the figures in the returns what they are, but I was not prepared to give those particulars.

2132. You do not know whether there is any special increase in any one article of trade?—I know it is a general increase of trade, because I have seen the Austrian officials who have been sent out by their Government with a view to increase their trade in the East, and what they have tried to do is to increase it all round

Then in regard to Belgium, in 1886 the imports from Belgium were 519,000 dollars, and the exports to Belgium were 34,000 dollars. In 1899 the imports from Belgium had increased to 1,849,000 dollars, and the exports to Belgium to 765,000 dollars.

Chairman.

2133. To what do you attribute that extraordinary increase?—To the improved facilities at the Port of Antwerp and preferential rates. When we come later on to the evidence which I am about to give I shall be able to show that our shipping people give the Continent an enormous advantage over Great Britain in shipping rates; and of course, as you know, the access to the Port of Antwerp and the shipping facilities there have been improved very much indeed of late years.

2134. That ought to affect other ports besides Singapore?—Yes. I think possibly when we come to the figures for China we may find that it did so. I am not sure about that. But if it did not it must be borne in mind, of course, that increased facilities given to any port in England, say Barrow, would only affect the places with which Barrow rather favoured trade than with other ones.

2135. Then will you give the figures for France?—The imports from France in 1886 were valued at 699,000 dols., and the exports to France 3,583,000 dols. In 1899 the imports from France were valued at 1,229,000 dols., and the exports to France 14,075,000 dols.

2136. Now, will you give us the figures for Germany?—The imports from Germany in 1886 were valued at 1,707,000 dols., and the exports to Germany 1,485,000 dols. In 1899 these had increased, for the imports, to 5,623,000 dols., and for the exports, to 5,223,000 dols.

2137. Then coming to Japan, what are the figures?—In 1886 the imports from Japan were valued at 4,798,000 dols., and the exports to Japan at 11,000 dols. In 1899 those had increased for imports from Japan to 5,423,000 dols., and for exports to Japan to 946,000 dols.

Mr. *Cust.*

2138. The exports have gone up over 80-fold; there again, I suppose, you could not name any chief article of export from the Straits Settlements to Japan that has gone up?—No, I cannot. But, of course, as you know, Japan is beginning to manufacture. To go to a very homely subject, the shirt I am wearing here is an export from Japan; my shirts are all made in Japan. They cost half what

they cost in England. If the British public only knew, I do not suppose another shirt would be made in England.

Sir *Edward Sassoon.*

2139. Mr. Cust was asking as to the exports from the Straits Settlements to Japan, as I understand?—Yes, but I think it is recognised in commerce that if you provide the freight one way the freight the other way almost provides itself.

Mr. *Cust.*

2140. There is such an enormous difference between the exports and imports from Japan to the Straits Settlements that it seems to call for explanation?—The Japanese trade is only beginning, practically——

2141. It is not the Japanese trade I want to get at, but what it is that you have got in the Straits Settlements which you export in such an enormous bulk as to show that increase in Japan?—Singapore is a very large entrepôt. Numbers of things are sent there and then exported to whatever places in the East offer the best market for them; they are not the produce or manufacture of the Straits Settlements at all, they are probably the manufacture and produce of Europe; they may be cotton goods or anything you like.

Chairman.

2142, They are sent out as goods from Singapore?—Yes. You must not suppose that these things are manufactured in the Straits Settlements. Then I may mention I have put in Siam in this table, because we have a great trade in Siam, but I will not trouble the Committee with those figures if the Chairman does not think it necessary.

2143. I do not think it is necessary to have those figures. Then will you give us the figures for the United Kingdom?—The imports from the United Kingdom to the Colony of the Straits Settlements in 1886 were 17,639,000 dols. In 1899 the imports from the United Kingdom had increased to 29,389,000 dols. and the exports to the United Kingdom had increased to 47,015,000 dols. Then I have also the figures here for the trade between Singapore and British Possessions generally.

2144. That means all over the world?—Yes, chiefly British Colonies.

2145. Including India?—Yes.

2146. And Australia?—Yes, and Borneo. The only thing I think it does not include is the Federated Malay States with which we do an enormous trade, but which has a separate item—shall I give the figures for the British Possessions?

2147. If you please, will you give them to us for the years 1886 and 1899?—In 1886 the imports from British Possessions were 32,505,000 dols., and the exports to British Possessions were 15,205,000 dols. In 1899 the imports from British Possessions had increased to 93,769,000 dols., and the exports to British Possessions had increased to 31,369,000 dols. I am sorry to say I can give no statistics for Hong Kong with regard to exports and imports, because it is an entirely free port, and I believe they compile none, but I can give you the figures for China from the Chinese Imperial Maritime Customs from the year 1888 as I gave you the tonnage.

2148. Would you give them in the same way as you gave the other figures?—I should state that these are given in thousands of taels. The tael fluctuates in regard to its value in gold just as the dollar does; the tael at present is about 3s. 1½d., or something of that sort; that is the latest return I have. The years I have taken are from 1888 to 1900. I will state the figures for the first and last years. This practically represents the trade of the Treaty Ports in China; for the maritime trade as regards Austria in 1888 I have no figures at all. In 1900 imports in the case of Austria were 1,373,000 taels worth of goods.

Colonel *Denny*.

2149. Is that imports from Austria?—The return is headed 'Share of carrying trade attributable to certain nations." I presume that means in an Austrian bottom—under the Austrian flag, at all events. I will show you the actual return in the Yellow Book (*handing the same to the honourable Member*).

Chairman.

2150. Then will you give us the figures for Belgium?—Belgium, in 1888, took 56,000 taels worth of imports, and in 1900, 250,000 taels worth. As regards the exports I see the returns distinguish between imports re-exported and native exports. The imports re-exported may be very misleading, and I have neglected them altogether, and I have taken simply the native exports which would show the trade of China itself. As regards the native exports,

Belgium in 1888 took none. In 1900 it took 82,000 taels worth. Then France in 1888 took 3,232,000 taels worth of imports and 5,568,000 taels worth of native exports. In 1900 those figures had increased to 9,076,000 taels for imports and 9,325,000 for exports. Germany in 1888 took 11,187,000 taels worth of imports and 2,888,000 taels worth of native exports. In 1900 those figures had increased to 21,572,000 taels for imports and 8,301,000 taels for native exports. Japan in 1888 took 2,564,000 taels worth of imports and 2,604,000 taels worth of exports. In 1900 the imports had increased to 19,682,000 taels worth, and the exports to 10,739,000 taels worth. You see the imports have increased nearly eight-fold, and the native exports have nearly quadrupled. Then, with regard to Great Britain the figures are: imports in 1888, 85,121,000 taels, and the native exports 34,410,000 taels. In 1900 they had increased to imports 129,009,000 taels, and the exports to 45,617,000 taels, the increase being 50 per cent. and 33 per cent. respectively.

2151. I will ask you to be good enough to hand in those tables?—Certainly (*handing in the same*).

2152. We will have printed in the appendix the figures for the first years, which you have given to us in each case, and then the figures for 1892, taking that year as a middle year. (I suppose the figures for 1894 and 1895 during the Japanese and Chinese war would probably be misleading figures.) And then again, we will have printed the figures for the last year, which you have given in each case. I should also like to observe as regards the tables that 1890 was the year in which the Japanese subsidies began to be given; that is the case, is it not?—I am not quite certain.

2153. I think you will see that is so from the Parliamentary Paper?—Yes, it is stated in the Parliamentary Paper.

2154. Have you any further observations to make on these returns?—I wish to say generally with regard to these Returns that the German proportions will be increased enormously by the two sales of fleets trading in the East which took place in 1899 and 1900, which, of course, have not yet had time to have an influence upon the Returns. You may expect that the German proportion of the trade will increase enormously in coming years.

2155. I notice in some of the figures you have given us the United Kingdom figures between 1886 and 1899 or 1900 have increased about 50 per cent.?—Yes.

2156. And that the German and French figures have at the same time increased by double or treble or four-fold?—Yes, that would

apply chiefly to Germany. Practically, you cannot say that French commerce is in at all a prosperous state.

2157. I should like to know what remark you have to make upon that?—Do you mean with regard to France?

2158. With regard to both countries. Can you say why the one has increased and not the other, for instance?—With regard to France there are many things to be said. One is that French commerce is not, I think, as cleverly managed as German commerce. Another thing is the French commercial policy—as you know they have committed themselves to the policy of protection. The result of the policy of protection is this: that it limits the foreign trade of the country; it curtails and cramps and makes the foreign trade of the country very much smaller than it would be otherwise. In fact, a great French economist said, practically, in a paper which I once saw: When you Protectionists and subsidising people (because you are all one) have had your own way entirely, you will be perfectly happy, when you have limited the whole of the external trade of France to about five or six vessels and you pay those five or six vessels many millions of francs in subsidies; if you could reduce the whole foreign trade to one vessel and pay that vessel, perhaps, 20 millions of francs of subsidy, then you would be perfectly satisfied. Of course that is reducing it to an absurdity; but that is the tendency of things in France. We in Singapore of course have suffered enormously from what they call the extension of the Metropolitan tariff to Saigon in French Indo-China. Naturally we ought to do an enormous trade with French Indo-China. French Indo-China produces a lot of rice, and we should naturally be the persons who would purchase it.

2159. Will you explain what the Metropolitan tariff is?—The tariff of France—the tariff of the mother country. Formerly they used to allow the colonies to have the right to say that they would not adopt the Metropolitan tariff as a whole, but would make certain modifications in it. But the screw has been put on by the French shopkeepers and small traders who have votes in France, and they have actually forced the central authority in France to extend the Metropolitan tariff to all the colonies, the idea being that, if a French colony has any trade at all, that trade is primarily for the purpose of the mother country, and must be carried on with the mother country. The result is that the French rice from French Indo-China all goes to Marseilles, instead of coming to us. If it came to us it would be infinitely more prosperous for French

Indo-China because things would come back from Singapore by way of return trade. But those things are blocked out by the extension of the Metropolitan tariff, and they have to get inferior and worse goods all the way from France, instead of getting better goods from Singapore. That is their policy; and when you ask them why they adopt that policy, they say they are tied hand and foot by the wishes of the average French elector, who is not very intelligent; and he says, If the colonies exist and France pays a subsidy to those colonies, as it does (because, of course, France pays any deficit that any colony may incur) the man who pays the piper may call the tune; and therefore we insist upon the whole trade of the French colonies being carried on with France as far as possible. Of course there are cases where it is impossible, and in those cases the French elector with very bad grace allows a little trade to be carried on between the colony and some other nation.

Sir *Edward Sassoon.*

2160. Do you know how far this discrimination against foreign goods applies?—It depends upon the commodity. There is a correspondence in regard to this matter which I can furnish the Committee with if they desire it, but it is only a side issue. We have remonstrated very strongly indeed against this policy, and we pointed out that in the French colonies, places like Saigon, they are absolutely bound by treaty with England, I believe, to accept anything that is the produce and manufacture of a British colony as if it was British; but in order to discriminate as against Singapore they have said they will take nothing from Singapore without considering it as coming from abroad.

Chairman.

2161. That is specially as regards Singapore?—Yes. The whole of their trade would come from Singapore if it were not for that. Their trade with Singapore has been falling off for the last seven or eight years.

2162. Do I gather that those restrictions would only be applied to Singapore?—I am not quite sure. I believe Hong Kong is in the same position as we are: it must be.

2163. And the United Kingdom?—No; you have a special treaty with France whereby you have a preferential rate with France in regard to that.

2164. Is that under the most favoured nation clause?—No, it is a special treaty. It was negotiated some years ago in Mr. Gladstone's time in return for certain special rates for French wines. We have claimed the right and said, "Here are some goods from Singapore. These goods we can prove come from Liverpool, and all that has happened is that they have been dropped at Singapore to be put on board a small ship going to Saigon, and therefore they ought to go into Saigon under the British treaty." But they say, "No, we will not have it."

2165. Have any remonstrances been addressed to them upon that point?—Yes, to any extent. It is perfectly useless. All their replies are now beside the point. They will not meet the point. I can show you the correspondence, it has all been printed.

2166. How is that affecting the trade of Singapore?—Of course we lose the trade of Saigon.

2167. So that you are put in a very uncomfortable position?—Of course we are, but we have so much trade that practically other places make it up.

2168. Would these remarks of yours apply to German goods at all?—Yes, they block German goods just in the same way.

2169. I mean would your remarks apply to the German policy. Is the German policy at all against Singapore?—Very, very little. The agricultural party in Germany have not got their own way to anything like the same extent as the agricultural party in France have got theirs. As you know, Germany has a small import duty on food to please the agricultural party, but it is not nearly as much as they would like to have. However, my remarks do not apply to Germany, because Germany has not got a colony like French Indo-China at our door.

Mr. *Cust.*

2170. There is New Guinea?—Yes, but there is no development of trade at New Guinea—you might almost carry the whole trade there in your waistcoat pocket.

Mr. *Price.*

2171. Do the figures relating to France include the French Dependencies?—No, they do not—at least I am talking of Singapore now. Of course, as regards China it might be different; there the figures represent what is carried under the flag; but it is only in

the last four or five years that they have extended what they call the Metropolitan tariff absolutely and without exception to French Indo-China.

Chairman.

2172. Does that apply then mainly to goods that go out by the Messageries steamers or to goods that go by any bottom?—If British goods leave Liverpool and come in the same bottom to Saigon, they must be admitted under the British Treaty, but if they break bulk anywhere, no matter for what purpose, even if we ask for a consular certificate from the French Consul to say that he has certified that they were merely taken out of one ship and put back in another ship in exactly the same state as they were received,—still, they will not take it; and, of course, the trade between, say, any port in Great Britain and Saigon is not sufficiently great to justify sending the goods in a single ship the whole way. So that practically English goods are repelled by this enormous tariff.

Mr. *Cust.*

2173. Of course, as you know, what we are considering is the question of steamship subsidies rather than of tariffs?—Yes.

2174. With regard to these figures which you have compiled and read out to us, I want to know whether you attribute the rise in foreign trade to any large extent to foreign steamship subsidies?—Certainly, I do not think we should have had anything like the competition, and I do not think the foreigners would have had the pluck to establish lines without the promise of a subsidy.

2175. Are you aware of the dates at which the various countries either originated or increased the subsidies?—I know pretty well of recent years what has happened.

2176. Have you noticed that concurrently with the rise of subsidy there has been a rise of trade with the country concerned?—Certainly, I have already stated what I know with regard to the Nippon Yusen Kaisha. That is as regards Japan. Then, as regards France, the Messageries Maritimes subsidies, there has been very little alteration for many years I think. They put a little increase on when the higher rate was exacted. But French trade is not making any great strides in the East. On the other hand, as regards Germany, German trade is becoming very formidable indeed, and it is only of recent years that the German

subsidised steamers have practically been doubled; instead of having a monthly line, they have now a fortnightly line.

2177. In your judgment the increase of trade is largely, perhaps mainly, due to the subsidies given by Foreign Governments?—I should say the lines would not be instituted but for the subsidies given by the foreign Governments. Of course, the increase which has arisen is attributable to no one factor absolutely, there are a great many factors which contribute.

2178. I ask is it largely due to that?—I should say it was largely due to the policy of foreign Governments in granting subsidies.

2179. By giving these lines of steamers subsidies have they taken away the trade that used to go to the British steamers?—Unquestionably.

2180. Or have they created a new trade?—They have done that too to some extent. Unquestionably they have taken a share of that which belonged to the British steamers, and they have also created some new trade.

2181. Therefore, in your judgment the granting of subsidies to lines of steamers in those parts of the world has diminished and impaired British trade in the East?—I think so.

Colonel *Ropner*.

2185. I think you said you objected to Protection? You object to France protecting its own commerce, for example?—I do not know that I have a right to object to anything France does. I simply pointed it out, and I also pointed out that they worked their tariff, as I considered, in defiance of the treaty with Great Britain.

2186. Then you do to some extent object to Protection, but you do not object to subsidies being given to shipping?—By foreign Governments, do you mean?

2187. By foreign Governments?—I have no right to object to anything they do as long as they keep within the limits of international law.

2188. But I mean as a matter of opinion, do you think it is a wise thing to do?—I should say unquestionably it was very good policy on the part of the Germans and Japanese to subsidise their steamers. I think as regards their own interests you have apprehended me perfectly correctly. In their own interests the French Protection has spoilt their foreign trade.

2189. I understood you to say that Protection and subsidies are in the same boat, but I gather that you do not quite mean that?—No.

2190. You do approve of subsidies under certain circumstances?—Yes; at least, I say it has been a very good thing for the foreigner. Whether the taxpayer has had the value of his subsidy would depend very much indeed upon the company subsidised, and whether the company really worked its business in a businesslike way. It is quite possible for a subsidised company to waste the whole of the subsidy. I believe, for instance, Austria had an investigation as to the very large subsidies they used to grant to the Austro-Hungarian-Lloyd Line, and when they found they were not getting full value for the money they cut down the subsidy.

2191. If, therefore, it is the fact, as we have heard, that English trade has suffered by foreign Governments giving subsidies to their shipping, you would say it is only natural that the English Government should act similarly to its shipping?—Well, my answer to that must also depend upon the question of how you are going to deal with such things as shipping rings.

2192. I understand you to say that France is being pushed out by Germany because German commerce is better conducted?—No, what I say is this: French commerce has been increasing, but it is not giving the French taxpayer anything like a proportionate or proper return for the money he is spending on subsidies.

2193. And one factor in causing that decrease is that the French people are not a commercial people to the same extent as the German people?—And they are crippling their exports and imports by a tremendously protective tariff.

Colonel *Denny*.

2196. Have there been any indications of the absorption of the Chinese coasting trade largely by Germany?—I think there is a Return of the coasting trade, but I am sorry to say I have not looked into the Return in order to see what the position is with regard to the coasting trade. I know this, that Germany has been building and is building special boats in order to get as large a trade on the Yangtse as possible. I was offered one of those boats by the firm who had built them.

2197. She went down afterwards in the Yangtse, did she not?—I do not know what happened to her afterwards. All I know is I did not buy her.

2198. Was she built by a German firm?—She was built by a British firm.

2199. For a German line?—Yes. She was built for a German line. I had for a week the power of purchasing her.

2200. With regard to the increase of the German and Japanese services, in your opinion are the services rendered by these lines superior to the services rendered by the British lines? Take, for example, the P. and O., do you think, over and above the subsidy, German lines have a keener appreciation of the comfort of the passengers and such things?—Absolutely, I believe they have.

2201. We find, according to the Return, that the Austrian trade in imports and exports as regards the Straits Settlements has gone up very considerably. I see in 1886 it was 659,000 dols., as regards imports from Austria, which had gone up to 905,000 dols. in 1899, and as regards exports to Austria it was 441,000 dols. in 1886, which had gone up in 1899 to 1,784,000 dols.; that is about four times as much?—Yes.

2202. The great bulk of the trade is, of course, brought out by the subsidised Austrian lines?—I should think so.

2203. They call there always for China?—Yes.

2204. Then Belgium seems to have a fair share of the trade—I see it is 1,849,000 dols. of imports. They have no subsidised lines themselves, I understand. They have no lines at all running according to your tonnage figures, therefore the presumption is that those goods came from Antwerp by German lines?—I should think very probably they did. But are you quite sure there is no Belgian subsidy?

2205. I do not think there is any Belgian subsidised line to the East—I think the Belgians give a small subsidy to the Germans for calling at Antwerp. You will find on page 14 of Commercial Number 4 an "Account of the Conventions between Belgium and Foreign Shipping Companies still in force" with the "Norddeutscher Lloyd of Bremen," with the Deutsch-Australische Dampfschiffs-Gesellschaft, and so on?—Yes.

2206. In the British trade, according to that Return, there is a very large increase?—Yes.

2207. Although the relative increase is not so large?—Yes.

2208. Have you been at Singapore for some time?—Yes, since 1895.

2216. I gather your opinion shortly is (and it appears to be

justified rather by events), that in some cases subsidies do no good?—It depends upon the person subsidised.

2218. If you want to keep the trade from a foreign nation, you think subsidies are cheaper?—Everything depends upon circumstances. If I may introduce new matter I would point out that the French are now offering three new subsidies, one of which is for freight between Singapore and Bangkok. They wish to assert that they have a larger share of the trade of Siam than they have at present, and they are offering a subsidy now of 12,500*l.* a year (they have just negotiated it) for a line of steamers under the French flag to carry goods from Bangkok to Singapore, neither of which places is under French jurisdiction at all. The object is purely political. It is done through the Governor-General of French Indo-China. He is offering from Colonial revenues nominally (but, of course, as France pays any deficit the Mother country is behind them) this subsidy of 12,500*l.* for a line of steamers under the French flag between Bangkok and Singapore in order that he may say that France has a large share of the trade of Siam.

2219. That is to say, he is offering 12,500*l.* for a line of steamers to trade between two ports neither of which belongs to his own country?—That is so.

2220. One being Siamese and the other British?—Yes.

2221. The steamers being under the French flag?—Yes.

2222. You said the French were offering three new subsidies; what were the other two?—I do not know where the other two are; I have asked at the Foreign Office, but I cannot ascertain. I happen to know about the particular one between Singapore and Bangkok, because I came home in the same vessel with the Govenor-General of French Indo-China, and the man with whom he had been negotiating this subsidy.

2223. There are two others you say?—Yes, and one I strongly suspect is from Bangkok to Saigon. That I have nothing to say against, because Saigon is in French Indo-China.

2224. The fact remains that while the French are offering additional subsidies for additional lines we have lost two of our most important ones?—I would not say the most important, but we have lost two lines.

2225. One of them being the Scottish Oriental line?—I do not know what the names are.

Mr. *William Redmond.*

2226. You said, I think, that the increase in foreign trade in the region with which you are acquainted is not altogether due to the subsidies given by foreign Governments?—No.

2227. Are you prepared to say that it is at all due to that?—Certainly. The Committee must bear in mind that the region about which I have been talking has been developing very largely in the last 20 years, and there has been an enormous increase of trade all round; but in looking at these statistics I think you will find this: that we were the very first in the field, we had all our agencies established, and we had a very large amount of shipping in our possession; and other things being equal we certainly ought to have developed at the same rate as others, if not faster; because, as we were on the spot, and had everything going like clockwork, it would have been easier for us to have increased our trade than for others who were not on the spot. What we find is that the foreigner, or certain foreigners (I will not say all of them), notably the Germans and Japanese, have increased their trade very much more rapidly and very much more efficiently than we have. When we come to inquire into particulars, we find that, whereas we have increased no subsidy practically (of course the P. and O. subsidy has been stationary for the last twenty years), these people who have this large increase of trade have also at the same time been receiving a large accession of subsidy. It is impossible to say absolutely that it is a case of *post hoc propter hoc*, but it looks very like it.

2228. But it would not be at all a trustworthy assumption, would it, to say that the increase of the Japanese and German trade was anything like altogether due to the fact that their ships had been subsidised? We are inquiring as to the advisability of granting subsidies, and what I want to get at is this: In these places where foreign trade has increased there have been many other contributory reasons, have there not, besides what may be found in the fact of subsidies? You agree to that, do you not?—Well, I think to some extent it is true; but what I think is this: you never would have had the Norddeutscher line or the Hamburg-American in China, or you never would have had them anything like so strong as they are now, if it had not been for the fact that they were subsidised and protected.

2231. I want to ask, Do you agree with what I say, that it would

not be safe to assume that subsidies form anything like the sole cause of the increase in the German and Japanese trade?—Oh, no. I point out that they ought to have a share in proportion to the general development which has taken place; but taking these figures which I have compiled within the last fortnight (I did not know how they would turn out when I began to compile them), I think they show that these countries have got a much greater share than is due to the development of the trade, and that they have got a much greater share than we have got of the increase; and there is no other circumstance to which you can attribute that, unless you attribute general stupidity to the English and general cleverness to the Germans.

2232. At the same time is it not the fact that German trade, as compared with British trade, has for the last 20 years increased in a much greater proportion; the output of German manufactured goods, for instance, has very much increased?—That is a question I could not give any answer to.

Mr. *Joyce.*

2233. There are special lines of steamers running to the Straits Settlements?—Yes.

2234. Could you tell the Committee some of the principal lines, and where they trade from?—I can tell the Committee what the principal lines are, but I cannot tell you all the places they trade from. I have a list here of them—there is the German subsidised line—the Norddeutscher Lloyd. It used to run once every 28 days. It got an increased subsidy about three years ago, and now it runs every fortnight. Then there is the Messageries Maritimes subsidised mail, that runs one steamer every fortnight each way.

2235. Do they trade from Marseilles?—They go to Marseilles. They go to Yokohama, I think.

2236. They go through the Suez Canal?—They go through the Suez Canal. Then there is the Japanese line, the Nippon Yusen Kaisha, that trades between Japan and London through the Canal. There is the Austrian Lloyd mail, that goes from Trieste to Hong Kong. I do not think it goes beyond Hong Kong. That is also subsidised. Then there is the P. and O. Company that trades between London and Yokohama. That is subsidised as far as Shanghai. There is the Glen line which comes from Liverpool or London—I am not quite sure which; that runs twice a month. There is the Shire line that runs once a month. Then there is a

P. and O. intermediate line, which is not subsidised, which runs once a fortnight—they are very large ships indeed. They only carry about 50 passengers each, but they carry an enormous amount of freight, and I believe they do extremely well. Then there is the Ocean Steamship line which runs between England and the East four times a month. I do not know which port in England the Shire line professes to run to. The Ocean Steamship line runs four times a month between Great Britain and the East. Then there is the Ben line, the steamer being called Ben so and so, that runs twice a month, that runs from Liverpool. Then there is the Mutual line which runs twice a month, and the Kingsin line, which is a German line, which runs once a fortnight, and there is the Rickmers line which runs once a month, that is a German line also. Then there are two Spanish lines, I cannot say whether they are in existence now or not; but there was the Manilla Spanish Mail, and Pinellos and Co., they come and go irregularly. They are certainly not running according to the terms of their previous arrangement; but they do come and go at Singapore. Those are the regular lines.

2237. Those are the special lines?—Yes. Then there is the Holt line between Liverpool and the East.

2244. From your knowledge of the Straits Settlements, are British ships holding their own there with foreign ships?—No, certainly not, or we should not have had the German line doubled.

2245. Is the distance that goods are carried to the Straits Settlements from England, Germany and Belgium practically the same?—I should think practically the same, but I may tell you that the freights from the Straits Settlements to New York (which is a very much greater distance) are almost half what they are to England, because New York is outside the sphere of the operations of the ring.

2246. Is it your opinion that the British ships are unfairly handicapped by the fact that foreign ships are largely subsidised?—Well, I cannot say "unfairly handicapped." If a person chooses to run ships out of pure philanthropy and charge no freights, I do not know that he would be unfairly handicapping other people. I should say if you put the question in this way, Have they an advantage which British ships have not, by being subsidised? of course, my answer is yes.

2247. That would mean that they would be unfairly handicapped?—The question then arises, what is fairness and what is unfairness? A man may do what he likes with his own, and a

nation, I suppose, may do what it likes with its own. If it likes it may take all the goods for nothing if it can afford it.

2248. I understand you to say your opinion is that British ships should be subsidised?—No, I am afraid I have been misunderstood. I was asked whether a subsidy would be an advantage, and I said it depended upon what you wanted to do; there are many cases where a subsidy was a very distinct advantage. I also qualified it by saying that a subsidy to an incapable company or an incapable man was money lost; a subsidy to a company that is not a smart company is money thrown away. It is exactly like a scholarship to a deaf and dumb man.

2249. Is there any special line you think ought to be subsidised?—That I cannot say; I am not prepared to give any answer to that question at all.

CHAPTER VII.

DIGESTING RETURNS INTO SUMMARIES.

27. An exercise in Digesting Returns into Summaries is now given at various Civil Service examinations, specially for Second Division Clerkships, Custom-Outport Clerkships, Assistantships of Customs, Assistant Clerkships, Junior Inspector of Factories, Supreme Court of Judicature, and other examinations.

Occasionally objections are heard against some of the subjects set at Civil Service examinations on the ground that they are of no subsequent value to the student after the examination has been successfully surmounted. This criticism cannot be urged against Digesting, for the test requires the power to make calculations quickly and correctly, and to copy words and figures neatly and accurately.

We will now explain the nature of the exercise. The candidate is supplied with a Specimen Form, a series of tables containing the figures and information from which the Digest is to be made, a sheet of foolscap, and waste paper. He is required to rule a copy, as large as his foolscap will admit, of the specimen form, and to enter thereon in the several columns the information supplied in the series of tables. Generally the figures in a number of columns have to be calculated by the candidate himself. The subject is not a difficult one, and regular practice should

result in success if the following hints be carefully applied:—

1. Read through the directions at the head of the paper very carefully in order to grasp what is required. The time allowed varies in different examinations: formerly in the Second Division Clerkships two and a half hours were allowed, but since September 1900 the limit has been one and a half hours. A candidate would be well advised in spending fifteen minutes in studying the requirements and arranging his blank form. Only ONE sheet of foolscap is provided, and hence before beginning to rule the form, it is well to write in alphabetical order *on the waste paper* the names which usually fill the first column. This list will be useful as a guide when the form is filled in, and it enables the candidate to see at a glance the number of lines he will require in the body of his form. In calculating the number of lines required, however, allowance must also be made for the heading and various sub-headings and for the total column at the foot of the form.

2. Rule the Form very carefully. Make use of the *whole* open sheet of foolscap, and not merely one page of it. As nearly as possible let the form occupy the middle of the sheet. In the first instance, space the paper with a lead pencil, assigning the same relative width to the various headings and columns as those in the Specimen Form. The exact character of each line in the specimen should be carefully reproduced; *e.g.* double lines, dark and faint lines; and the whole form should be bounded by one thick line and never by the mere edge of the paper.

3. Great importance is attached to neatness, and the use of an eraser is not allowed. If mistakes have been made, the incorrect figures should be struck out and correct ones substituted. The handwriting should be in the candidate's best style, and the figures of regular size and good formation. Of course different sizes of handwriting may be used where the matter varies in importance, but the writing should not be cramped in one part and sprawling in another. The words and figures in the

vertical columns should be exactly under one another. Digesting is unlike many other subjects in that it is sometimes advisable to leave the exercise incomplete; as it is better to do only a part of it neatly and accurately than to tabulate the whole slovenly or incorrectly.

4. The exercise presupposes a knowledge of the elementary rules of arithmetic, particularly Summation, Decimals, Percentages, and Weights and Measures. The averages and percentages should be calculated on waste paper, and care should be taken with the totals of the average and percentage columns. Generally the totals should NOT be given to these columns.

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28. We now give the paper set at the Second Division Clerkship examination, August 1899, with a Solution thereof. Time allowed, $2\frac{1}{2}$ hours,

Digesting Returns into Summaries.

N.B.—(*a*) In assigning marks, great importance will be attached to accuracy and neatness. No additional credit will be given for completing the paper in less than the time allowed.

(*b*) The paper put before you must not be mutilated in any way. Mistakes should be corrected, but no erasure is to be made. Calculations may be made on paper which will be provided for that purpose, but no rough copy of any part of the Form is to be made.

Rule a Form (which may be as wide as your paper will allow) like the subjoined specimen, and fill up the columns from the particulars given, observing carefully the following instructions:—

1. All stops and capitals given in the Specimen Form are to be exactly reproduced.

2. The years to be entered in chronological order.

3. The average expenditure per child is to be calculated to the nearest penny, and all percentages to the nearest tenth.

(Specimen of Form.)

Summary of Returns relating to the Expenditure of the London School Board for the Ten Years 1873 to 1882 inclusive.

Year.	Salaries and Wages.	Books and Stationery.	Fuel and Light.	Miscellaneous.	Total Expenditure.	Increase per cent. each Year compared with preceding Year.	Average Expenditure per Child.	Percentage of Total Expenditure on	
								Salaries and Wages.	Books and Stationery.
	£	£	£	£	£	—	£ s. d.		
Totals						—			

(London School Board.)

Returns showing the Expenditure of the Board for Salaries and Wages, Fuel and Light, Books and Stationery, and Miscellaneous Purposes for the Years 1873 to 1882 inclusive.

A.—

	1873.	1874.	1875.	1876.	1877.
	£	£	£	£	£
Salaries and Wages	39,296	82,741	153,590	206,380	266,264
Fuel and Light ...	1,377	4,043	6,102	7,485	8,583
Number of Children	50,453	105,619	163,509	203,950	256,273

B.—

	No. of Children.	Books and Stationery.	Miscellaneous.	Fuel and Light.	Salaries and Wages.
		£	£	£	£
1878 ...	309,498	32,571	48,272	10,089	335,917
1879 ...	351,481	37,413	52,094	13,609	418,247
1880 ...	385,081	29,088	56,205	13,768	452,889
1881 ...	411,125	30,614	58,182	13,968	491,653
1882 ...	462,391	34,100	73,978	14,001	534,902

C.—1877. Books and Stationery, £29,330; Miscellaneous, £41,792. 1874. Miscellaneous, £18,306; Books and Stationery, £15,052. 1876. Books and Stationery, £23,042. 1873. Books and Stationery, £8,889. 1875. Books and Stationery, £20,788. In the years 1873, 1875, and 1876, Miscellaneous Expenses amounted to £10,771; £25,950; £34,177 respectively.

Summary of Returns relating to the Expenditure of the London School Board for the Ten Years 1873 to 1882 inclusive.

Year.	Salaries and Wages.	Books and Stationery.	Fuel and Light.	Miscellaneous.	Total Expenditure.	Increase per cent. each Year, compared with preceding Year.	Average Expenditure per Child.	Percentage of Total Expenditure on	
								Salaries and Wages.	Books and Stationery.
	£	£	£	£	£		£ *s.* *d.*		
1873	39,296	8,889	1,377	10,771	60,333	——	1 3 11	65·1	14·7
1874	82,741	15,052	4,043	18,306	120,142	99·1	1 2 9	68·9	12·5
1875	153,590	20,788	6,102	25,950	206,430	71·8	1 5 3	74·4	10·1
1876	206,380	23,042	7,485	34,177	271,084	31·3	1 6 7	76·1	8·5
1877	266,264	29,330	8,583	41,792	345,969	27·6	1 7 0	77·0	8·5
1878	335,917	32,571	10,089	48,272	426,849	23·4	1 7 7	78·7	7·6
1879	418,247	37,413	13,609	52,094	521,363	22·1	1 9 8	80·2	7·2
1880	452,889	29,088	13,768	56,205	551,950	5·9	1 8 8	82·1	5·3
1881	491,653	30,614	13,968	58,182	594,417	7·7	1 8 11	82·7	5·2
1882	534,902	34,100	14,001	73,978	656,981	10·5	1 8 5	81·4	5·2
Totals	2,981,879	260,887	93,025	419,727	3,755,518	——	[1] 1 7 10	79·4	6·9

[1] The Average Expenditure per child per annum is obtained by dividing the Total Cost by the Total Number of Children.

EXERCISE 20.

(*Given at the Examination for Inspectors of Factories*, 1899. *Time allowed*, 1½ *hours.*)

Rule a Form (which may be as wide as your paper will allow) likes the subjoined specimen, and fill up the several columns from the particulars given, observing carefully the following instructions:—1. The counties are to be entered in alphabetical order; 2. All stops and initial capitals given in the Specimen Form are to be exactly reproduced; 3. Percentages are to be calculated to the nearest hundredth; 4. The figures of the last column are to be calculated to the nearest thousand bushels.

SPECIMEN OF FORM.

Summary of Returns showing the total Agricultural Acreage, the Acreage under Wheat, and the estimated yield for 1894 compared with that for Ten Years, in certain Counties of England.

County.	Total Agricultural Acreage.	Wheat.					
		Acreage.	Per cent. of total Agricultural Acreage.	Estimated Yield for 1894.		Average annual yield in bushels per acre for ten years.	Total yield for ten years in thousands of bushels.
				Total in Thousands of bushels.	In bushels per acre (to the nearest bushel).		
Totals ...							

RETURNS.

Total Agricultural Land Cultivated in 1894.

	Acres.		Acres.
Huntingdonshire ...	210,865	Suffolk	769,785
Middlesex	109,165	Cambridgeshire ...	489,998
Hertfordshire ...	338,028	Essex	828,271
Norfolk	1,081,461	Bedfordshire... ...	257,203

Total Acres under Wheat, 1894, and Estimated Yield in Thousands of Bushels.

	Acres.	Thous. of bushels.		Acres.	Thous. of bushels.
Norfolk ...	125,734	4,079	Hertfordshire	52,415	1,663
Essex... ...	124,592	4,100	Bedfordshire	40,016	1,275
Suffolk ...	106,020	3,022	Huntingdonshire	32,669	1,022
Cambridgeshire	96,658	3,114	Middlesex ...	3,614	115

Average Annual Yield in Bushels per Acre for Ten Years :— Norfolk, 31·36 ; Suffolk, 29·05 ; Bedfordshire, 28·82 ; Essex, 30·71 ; Huntingdonshire, 29·21 ; Cambridgeshire, 32·99 ; Middlesex, 30·32; Hertfordshire, 28·36.

Exercise 21.

(*Given at the Examination for Inspectors of Factories*, 1901. *Time allowed*, 1½ *hours.*)

[Make the necessary calculations on the blue foolscap paper provided, and fill in and complete the following "Return." All percentages are to be calculated to the nearest hundredth, the fractions being entered in the decimal form. Great importance is attached to accuracy and neatness. Mistakes should be corrected but no erasure is to be made. No additional credit will be given for completing the "Return" in less than the time allowed.

Statistics of Inspected Schools, 1897-1898.

Return showing the Number of Children in Boys', Girls', and Mixed Schools in certain Administrative Counties on the last day of the School Year of each School.

Administrative Counties.	Boys.			Girls.			Boys and Girls.	
	All Standards, viz., I.—VII.	Standards V.—VII.	Percentage above Standard IV.	All Standards, viz., I.—VII.	Standards V.—VII.	Percentage above Standard IV.	Total.	Percentage above Standard IV.
Bedford	9,758	1,797	.....	9,168	1,607	.....	.....	.....
Cambridge...	11,035	1,657	.....	11,011	2,053	.....	.....	.....
Durham	51,635	9,989	.....	50,246	9,972	.....	.....	.....
Lincoln—Parts of Holland ...	4,607	927	.....	4,609	1,046	.....	.....	.....
,, ,, Kesteven ...	6,556	1,200	.....	6,579	1,245	.....	.....	.....
,, ,, Lindsey ...	13,495	1,868	.....	13,031	2,036	.....	.....	.....
Northampton	15,664	2,489	.....	15,661	2,723	.....	.....	.....
Somerset	23,177	3,542	.....	22,773	7,598	.....	.....	.....
Suffolk, East	11,681	1,637	.....	11,300	1,687	.....	.....	.....
,, West	7,708	1,191	.....	7,639	1,392	.....	.....	.....
Sussex, East	12,099	1,846	.....	11,984	1,812	.....	.....	.....
,, West	8,041	1,069	.....	7,827	1,299	.....	.....	.....
Totals for above Counties ...								

Exercise 22.

(*Given at the Examination for Inspectors of Factories*, 1902. *Time allowed*, 1½ *hours.*)

[Make the necessary calculations on the blue foolscap paper provided, and fill in and complete the following "Return." The figures in column (5) are to be calculated to the nearest pound, in column (7) to the nearest penny, and in the total of column (6) to the nearest hundredth, expressed decimally. Great importance is attached to accuracy and neatness. Mistakes should be corrected, but no erasure is to be made. No additional credit will be given for completing the "Return" in less than the time allowed.]

Return relating to the quantity and value of Yarns and Textile fabrics exported from the United Kingdom to certain Countries during the years 1900 and 1901.

Country to which Exported.	Quantity.			Value.			Increase in the Value of every 100 yards.
	1900.	1901.	Increase in 1901.	1900.	1901.	Increase per cent. in 1901.	
	Yards.	Yards.	Yards.	£	£		d.
Austria-Hungary	827,800	.....	10,000	15,015	.....	2·36	.....
Egypt	8,971,700	.....	4,057,100	111,272	.....	48·56	.....
France	4,104,600	.....	1,155,300	93,627	.....	30·85	.....
German	8,047,700	.....	2,668,400	134,624	.....	36·52	.....
Greece	3,400,700	.....	2,814,300	49,661	.....	85·42	.....
Malta	738,700	.....	320,700	9,887	.....	44·65	.....
Morocco	1,789,600	.....	755,800	20,911	.....	46·63	.....
Persia	2,526,800	.....	2,375,900	32,775	.....	97·25	.....
Totals							—
	(1)	(2)	(3)	(4)	(5)	(6)	(7)

Exercise 23.

(*Given at the Examination for Assistant Clerks* (*Abstractor Class*), 1899. *Time allowed*, 2 *hours*.)

Rule a Form (which should be as wide as your paper will allow) like the subjoined specimen, and fill up the several columns from the particulars given, observing carefully the following instructions:—1. All the stops and initial capitals in the Specimen Form are to be exactly reproduced. 2. All figures which cannot be supplied directly from the particulars are to be calculated by you. 3. In the columns "Increase or Decrease" the sign + is to be prefixed to an increase, − to a decrease. 4. The percentages are to be calculated to the nearest first place of decimals.

Specimen Form.

Summary of Returns showing the Acreage under different Crops in Great Britain for the Years 1886 to 1896.

	England.			Wales.			Scotland.			Great Britain.		
	1886.	1896.	Increase or Decrease.	1886.	1896.	Increase or Decrease.	1886.	1896.	Increase or Decrease.	1886.	1896.	Increase or Decrease.
	Ac.	Ac.	Ac	Ac.	Ac.	Ac.	Ac.	Ac.	Ac.	Ac.	Ac.	Ac.
Corn crops												
Green crops ...												
Clover and grasses												
Other crops ...												
Total under crops...												
Pasture												
Grand Total ...												
Percentage of Grand Total:												
Under crops ...			—			—			—			—
In Pasture			—			—			—			—

Returns showing the number of acres under different kinds of crops in Great Britain in the years 1886 and 1896 :—

	Acres.
Corn crops in England, 1886	6,450,065
,, ,, Scotland ,, ...	1,361,173
,, ,, Wales ,, ...	448,927
Clover and grasses in England, 1896	2,696,325
Green crops in England, 1896	2,510,707
Other ,, ,, ,, ...	541,290
Corn ,, ,, ,, ...	5,728,686
,, ,, Scotland ,, ...	1,286,856
,, ,, Wales ,, ...	401,148
Green ,, ,, 1886	122,289
Other ,, ,, ,, ...	17,486
,, ,, ,, 1896	10,114
Clover and grasses in Scotland, 1896	1,571,472
Other crops in Scotland, 1896	13,261
Pasture in Scotland, 1896...	1,395,525
,, England, 1886	12,410,986
Other crops in England, 1886	593,865
,, ,, Scotland ,, ...	14,742
Green ,, England ,, ...	2,696,958
,, ,, Wales, 1896	118,264
Glover and grasses in Wales, 1896	328,140
Pasture in Wales, 1896	1,976,556
,, ,, 1886	1,914,480
Clover and grasses in Wales, 1886	319,240
,, ,, England, 1886	2,763,389
,, ,, Scotland ,, ...	1,606,571
Green crops in Scotland, 1886	661,233
Pasture in Scotland, 1886...	1,209,813
,, England, 1896...	13,354,395
Green crops in Scotland, 1896	629,620

EXERCISE 24.

(*Given at the Examination for Cadetships in the Royal Irish Constabulary*, 1899. *Time allowed*, 2 *hours.*)

Rule a form (which may be as wide as your paper will admit) like the subjoined specimen, and fill up the several columns from the particulars given, observing carefully the following instructions :—

1. All stops and initial capitals given in the specimen form are to be exactly reproduced. 2. The countries are to be in order of population, the country with the greatest population being first. 3. All the figures which cannot be copied from this page are to be supplied by calculation. 4. All calculated numbers are to be given to the nearest tenth.

SPECIMEN FORM.

Summary showing the Area, Population, Births, and deaths of certain Countries for the year 1890.

Country.	Area in Square Miles.	Total Population.	Population per Square Mile.	Births during the Year 1890.		Deaths during the Year 1890.	
				Total Number.	Number per 1,000 of Population.	Total Number.	Number per 1,000 of Population.
Totals...			—		—		—

I.—Area of certain Countries and their Population in the year 1890.

	Square Miles.	Population.
United Kingdom	121,371	37,880,764
Norway	124,409	2,000,917
Switzerland...	15,469	2,933,334
France	204,146	38,517,975
Belgium	11,370	6,069,321
German Empire	208,635	52,246,589
Holland	12,560	4,511,415
Denmark	14,799	2,172,380
Italy	110,623	31,290,490

II.—Number of Births during the year 1890.

Belgium, 176,595; Denmark, 66,376; Italy, 1,083,103; Norway, 60,108; Holland, 149,329; Switzerland, 78,548; United Kingdom, 1,096,717; France, 838,059; German Empire, 1,759,253.

III.—Number of Deaths during the year 1890.

Switzerland, 61,805; Belgium, 126,545; German Empire, 1,199,006; Denmark, 41,377; Holland, 93,246; France, 876,505; Italy, 795,911; United Kingdom, 727,102; Norway, 35,492.

Exercise 25.

(*Given at the Customs Port Service Clerks' Examination*, 1900. *Time allowed*, 2 *hours.*)

Rule a form (which may be as wide as your paper will allow) like the subjoined specimen, and fill up the several columns from the particulars given, observing carefully the following instructions:—1. All stops and initial capitals given in the specimen form are to be reproduced; 2. The canals are to be entered in the order of their length, beginning with the longest; 3. Capital and Profit and Loss per mile of Navigation are both to be calculated to the nearest £, Expenditure per £ of Revenue, and Profit or Loss per 100 tons, both to the nearest penny, and Profit or Loss per £100 of Capital to the nearest hundredth of £1; 4. In the three columns headed "Profit or Loss" Losses are to be indicated by prefixing the sign —.

Specimen Form.

Summary of Returns relating to the Mileage, Capital, Revenue, etc., of certain Canal Companies in England and Wales for the year 1898.

Name of Company.	Length of Canal.	Paid-up Capital.		Revenue.	Expenditure.		Profit or Loss.		
		Total	Per mile of Navigation.		Total.	Per £ of Revenue.	Per 100 tons carried.	Per mile of Navigation.	Per £100 of Paid-up Capital.
	Miles.	£	£	£	£	s. d.	£ s. d.	£	£

Returns relating to certain Canal Companies in the year 1898.

A.—Length and Tonnage carried

	Miles.	Tons.
Sheffield and South Yorkshire ...	59 ...	982,730
Manchester, Bolton, and Bury ...	15 ...	695,410
Bridgwater and Taunton	14 ...	13,148
Aberdare	6 ...	6,794
Wilts and Berks	9 ...	8,168
Regent's	10 ...	1,041,506
Medway, Lower	7 ...	334,883
Derby	18 ...	82,200
Medway, Upper	16 ...	13,714
Swansea and Trewyddfa	17 ...	192,382
Leeds and Liverpool	141 ...	310,192

B.—Paid-up Capital.—Swansea and Trewyddfa, £107,666; Derby, £60,000; Medway, Upper, £20,062; Aberdare, £32,220; Leeds and Liverpool, £1,945,217; Wilts and Berks, £20,180; Medway, Lower, £16,000; Bridgwater and Taunton, £59,209; Regent's, £1,778,529; Manchester, Bolton, and Bury, £562,567; Sheffield and South Yorkshire, £1,221,492.

C.—Revenue and Expenditure.—Swansea and Trewyddfa, expenditure £3,939, revenue £4,049; Manchester, Bolton, and Bury, expenditure £2,400; Sheffield and South Yorkshire, revenue £56,847; Bridgwater and Taunton, revenue £1,435; Medway, Upper, expenditure £6,475, revenue £6,168; Regent's, expenditure £40,973; Sheffield and South Yorkshire, expenditure £27,384; Leeds and Liverpool, revenue £164,392, expenditure £114,250; Medway, Lower, revenue £3,326; Manchester, Bolton, and Bury, revenue, £12,269; Derby, revenue £2,888; Bridgwater and Taunton, expenditure £1,722; Medway, Lower, expenditure £1,875; Aberdare, revenue £382; Derby, expenditure £1,561; Wilts and Berks, expenditure £1,197; Aberdare, expenditure £1,032; Regent's, revenue £84,992; Wilts and Berks, revenue £1,159.

Exercise 26.

(*Given at the Examination for Customs Port Service Clerkships*, 1901. *Time allowed*, $1\frac{1}{4}$ *hours.*)

Rule a form (which may be as wide as your paper will allow) like the subjoined specimen, and fill up the several columns from the

data supplied, observing carefully the following instructions:— 1. All stops and initial capitals given in the specimen form are to be reproduced. 2. The colonies are to be entered in descending order of the number of miles of railway open to traffic. 3. The net revenue is the difference between the expenditure and gross revenue. 4. The calculations in the last two columns are to be worked to the nearest second place of the decimal of £1, *i.e.* for 3·457 put 3·46. 5. For the last column, take the population to the nearest 100.

SPECIMEN FORM.

Summary of Returns relating to the Government Railways in the Australasian Colonies for the year 1891.

Colony.	Population.	Miles open to Traffic.	Gross Revenue.	Expenditure.	Net Revenue.		
					Total.	Per Mile.	Per 100 of Population.
			£	£	£	£	
Totals ...							

Returns relating to the Government Railways in the Australasian Colonies for the year 1891.

	Population.	Miles open to Traffic.	Gross Revenue.	Expenditure.
			£	£
New South Wales ...	1,132,234	2,182	2,974,321	1,831,371
Victoria	1,140,405	2,764	3,298,567	2,310,645
West Australia ...	49,782	198	64,034	63,536
South Australia ...	320,431	1,812	1,273,135	643,265
Queensland	393,718	2,304	974,703	640,494
Tasmania	146,667	377	169,050	147,944
New Zealand ...	626,658	1,869	1,115,432	706,517

Exercise 27.

(*Given at the Examination for Assistants of Customs*, 1900. *Time allowed*, 2 *hours*.)

Rule a Form (which may be as wide as your paper will allow) like the subjoined specimen, and fill up the several columns from the data supplied, observing carefully the following instructions :—

1. All stops and initial capitals given in the specimen form are to be reproduced.

2. The countries are to be entered in the order determined by the total mileage of their railways in 1897, that with the highest mileage coming first.

3. Cost of construction per mile is to be calculated to the nearest pound, and increase per cent to the nearest hundredth.

Specimen Form.

Summary of Returns relating to the Length and Cost of Construction of State and other Railways in certain Countries for the years 1896 and 1897.

Country.	1896.			1897.			Increase per cent. of Total Length in 1897.	Cost of Construction per mile to end of 1897.		
	State Lines.	Companies' Lines.	Total.	State Lines.	Companies' Lines.	Total.		State Lines.	Companies' Lines.	All Lines.
	Miles.	Miles.	Miles	Miles.	Miles.	Miles.		£	£	£
Totals ...										

Foreign Railways.

A.—Length (in miles) of State Lines and Companies' Lines in certain Countries for the Years 1896 and 1897.

Japan (1896) Companies' Lines 1695; State Lines 592; (1897) State Lines 632, Companies' Lines 1874; Wurtemburg (1897) State 1087, (1896) State 1082; France (1897) Companies' 24162, State 1652; State Lines in Saxony, 1780 in 1896 and 1821 in 1897; Companies' Lines in Saxony, 61 in 1897 and 63 in 1896; Belgium (1897) State 2075, Companies' 794; France (1896) Companies' 23919, State 1652; Belgium (1896) State 2072, Companies' 795; Wurtemburg (1896 and 1897) Companies' 22.

	Miles in 1896.		Increase in 1897.	
	Companies.	State.	Companies.	State.
Bavaria	554	3,296	21	8
Norway	69	1,019	24	101
Sweden	3,862	2,283	205	0

B.—Cost of Construction to end of 1897.

	State Lines.	Companies'.
France	42,394,666	597,525,334
Bavaria	61,158,869	11,642,693
Norway	7,994,600	796,000
Japan	6,467,927	12,453,414
Wurtemburg	109,743	26,141,178
Belgium	20,419,155	59,106,857
Sweden	17,332,000	18,172,220
Saxony	625,000	40,613,296

Exercise 28.

(*Given at the Examination for Assistants of Customs*, 1901. *Time allowed*, 2 *hours*.)

Rule a form (which should be as wide as your paper will allow) like the subjoined specimen, and fill up the several columns from the particulars given on the next page, observing carefully the following instructions:—1. The Articles of Import are to be entered in alphabetical order. 2. All figures which cannot be directly copied are to be supplied by calculation. 3. All stops and initial capitals in the Specimen Form are to be reproduced. 4. The

"Value per cwt." and "Average Value per cwt." are to be calculated to the nearest penny, and Percentages correct to two decimal places (3·658 should be entered as 3·66). The last column is to be calculated from the Total Quantities and Values for the two Years. 5. Any decrease in the columns marked "Increase per cent." is to be indicated by a minus sign.

Specimen Form.

Summary of Returns relating to the Quantity and Value of certain Food Products Imported into the United Kingdom in the years 1897 and 1898.

Article of Import.	1897.			1898.			Increase per cent. in 1898.		Average value per Cwt. for the two Years.
	Quantity.	Total Value.	Value per Cwt.	Quantity.	Total Value.	Value per Cwt.	Of Quantity.	Of Total Value.	
	Cwts.	£	£ s. d.	Cwts.	£	£ s. d.			£ s. d.

Returns showing the Quantity and Value of certain Food Products Imported into the United Kingdom in the years 1897 and 1898.

I.—Quantity of Food Products **imported** :—

Imports.	1897.	1898.
	Cwts.	Cwts.
Mutton	3,292,298	3,432,317
Beef	3,558,010	3,590,521
Sugar	29,384,286	31,112,303
Lard	1,740,468	2,106,870
Pork	7,315,613	8,516,929
Cheese	2,603,178	2,339,452
Butter	3,217,802	3,209,093

II.—Value of Food Products imported :—

1897.—Lard, £1,993,143 ; Beef, £6,999,748 ; Mutton, £4,989,346 ; Pork, £13,568,633 ; Sugar, £15,950,944 ; Cheese, £5,885,521 ; Butter, £15,916,917.

1898.—Pork, £15,701,671 ; Cheese, £4,970,247 ; Beef, £7,206,303 ; Sugar, £17,209,761 ; Butter, £15,960,571 ; Mutton, £5,097,432 ; Lard, £2,887,774.

EXERCISE 29.

(*Given at the Examination for Assistants of Customs*, 1902. *Time allowed*, 2 *hours*.)

Rule a form (which should be as wide as your paper will allow) like the subjoined specimen, and fill up the several columns from the particulars given, observing carefully the following instructions :—1. The countries are to be entered in alphabetical order, except in the case of the United Kingdom, which is to be placed first. 2. All the figures which cannot be directly copied are to be supplied by calculation. 3. All stops and initial capitals in the specimen form are to be exactly reproduced. 4. The yield per acre is to be calculated decimally to the nearest hundredth, total value to the nearest £, and increase per cent. decimally to the nearest tenth. 5. Any decrease in the last column is to be indicated by a minus sign.

SPECIMEN OF FORM.

Summary of Returns relating to the Cultivation and Value of Wheat in certain Countries for the Years 1896 and 1897.

Country.	1896.				1897.				Increase per cent. of Total Yield in 1897 on that of 1896.
	Acreage.	Total Yield.	Yield per Acre.	Total Value.	Acreage.	Total Yield.	Yield per Acre.	Total Value.	
	Acres.	Bshls.	Bshls.	£	Acres.	Bshls.	Bshls.	£	

Returns showing the Acreage, Total Yield, and Value of Wheat in certain Countries in the Years 1896 and 1897.

I. Number of Acres under Wheat :—

Country.	1896.	1897.
France	16,969,770	16,261,927
Russia in Europe	34,852,156	35,610,278
Austria	2,614,745	2,614,036
India	19,024,201	22,501,561
Germany	4,759,406	4,744,045
United Kingdom	1,731,976	1,936,396
Canada	2,131,914	2,564,409
Australasia	3,930,625	4,639,560
Hungary	8,307,704	7,441,717
United States	34,618,646	39,465,066

II. Number of Bushels produced :—

1896.—Hungary, 154,637,266 ; Germany, 110,508,009 ; France, 329,291,644 ; Russia in Europe, 299,484,363 ; Australasia, 26,791,994 ; India, 182,767,483 ; United States, 414,616,971 ; Austria, 42,644,284 ; Canada, 32,969,569 ; United Kingdom, 58,247,008.

1897.—Russia in Europe, 237,811,441 ; Austria, 34,750,556 ; Germany, 107,014,889 ; United Kingdom, 56,205,774 ; India, 242,921,280 ; United States, 513,951,520 ; Australasia, 34,167,932 ; France, 238,975,242 ; Hungary, 87,083,708 ; Canada, 47,118,102.

III. Value :—

Take the value of wheat in 1896 as 3s. 9d. per bushel, and in 1897 as 4s. 2d. per bushel.

Exercise 30.

(*Given at the Examination for Assistants of Customs*, 1892. *Time allowed*, 2 *hours.*)

Rule a Form like the subjoined specimen, and fill up the several columns from the particulars given, observing carefully the following instructions :—

1. All stops and initial capitals in the Specimen Form are to be reproduced.

2. The articles of import are to be entered in alphabetical order.

3. Columns 6 and 8 are to be calculated to three significant figures, column 9 to the nearest £, and column 10 to the nearest tenth, *i.e.* 6·57 should be written 6·6.

4. A decrease in columns 4, 9, or 10 is to be indicated by a minus sign.

SPECIMEN FORM.

Summary of Returns relating to the Principal Articles Imported into the German Empire from British Possessions for the Years 1900 and 1901.

Articles Imported.	Quantities.			Values.					
				1900.		1901.			
	1900.	1901.	Increase in 1901 on 1900.	Total.	Per 100 Kilogs.	Total.	Per 100 Kilogs.	Increase in Total Value in 1901 expressed in £ sterling.	Increase per cent. in Total Value in 1901 on that in 1900.
	100 Kilogs.	100 Kilogs.	100 Kilogs.	Marks.	Marks.	Marks.	Marks.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)

RETURN relating to IMPORTS into the GERMAN EMPIRE from BRITISH POSSESSIONS for the Years 1900 and 1901.

I.—Quantities in 100 kilogrammes :—

Articles.	1900.	1901.
Coal	73,840,487	62,973,887
Oil cake	4,996,149	5,356,309
Iron ore	41,078,399	43,700,217
Cotton (raw)	3,131,551	3,328,790
Butter	157,160	170,706
Wheat	12,938,638	21,342,003
Barley	7,814,579	8,997,487
Cotton (manufactured)	144,730	116,951
Coffee	1,608,261	1,719,743
Lard	1,016,956	979,334

II.—Values in Marks :—

1900 :—Wheat 171,117,000 ; Oil cake 60,855,000 ; Cotton (manufactured) 41,685,000 ; Butter 24,191,000 ; Coal 134,880,000 ; Iron Ore 75,182,000 ; Coffee 155,828,000 ; Cotton (raw) 318,047,000 ; Barley 92,484,000 ; Lard 70,209,000.

1901 :—Coffee 166,643,000 ; Oil cake 65,240,000 ; Barley 110,841,000 ; Cotton (raw) 339,537,000 ; Wheat 281,655,000 ; Cotton (manufactured) 16,924,000 ; Iron Ore 79,971,000 ; Coal 115,242,000 ; Butter 26,289,000 ; Lard 67,574,000.

NOTE.—Take 1000 Marks as equivalent to £49·96.

EXERCISE 31.

(*Given at the Second Division Clerkships' Examination*, 1900. *Time allowed*, 1½ *hours*.)

Rule a form (which may be as wide as your paper will allow) like the subjoined specimen, and fill up the several columns from the data supplied, observing carefully the following instructions :—

1. All stops and initial capitals given in the specimen form are to be reproduced.

2. The articles exported are to be entered in the order of their gross value in 1897 ; "Beans and Beancake" are to be treated as one export ; and "Other Articles" are to be entered last.

3. Values per ton are to be calculated to the nearest penny, and increase or decrease per cent. to the nearest hundredth, decrease being distinguished by prefixing the sign −. The figures in column 3 are to be calculated to the nearest ton, those in column 5 to the nearest pound sterling.

4. The figures for column 3 are to be calculated from the weights of the commodities in piculs, and those for column 5 from their values in taels.

SPECIMEN FORM.

Summary of Returns relating to the Weight and Value of certain Articles exported from China for the Year 1897.

Articles Exported.	Gross Weight, 1897.		Gross Value, 1897			Value per Ton in English Money, 1897.
	Piculs.	Tons.	Haikwan Taels.	£	Increase (or Decrease) per cent. as compared with 1896.	£ s. d.

Returns relating to the Weight and Value of certain Exports from China for the Years 1896 and 1897.

Articles Exported.	Piculs.		Haikwan Taels.	
	1896.	1897.	1896.	1897.
Beancake ...	1,544,217	1,810,477	1,815,403	2,337,450
Beans	1,333,000	2,047,511	2,066,000	3,608,513
Cotton	439,134	522,569	5,846,223	8,633,440
Hides	158,273	216,437	1,826,533	3,070,433
Oil	219,599	295,693	1,422,313	2,212,957
Paper	267,000	297,000	1,858,000	2,122,000
Silk	177,473	217,392	42,089,556	55,250,327
Straw Braid	100,750	98,500	3,907,435	6,659,535
Tea	1,712,234	1,530,149	30,157,213	29,217,331
Other Articles...	1,254,295	1,410,345	7,829,277	9,243,448

NOTE.—In 1897 the value of the Haikwan Tael was 3s. 4d. The picul may be taken as equivalent to $\frac{1}{17}$ of a ton.

Exercise 32.

(Given at the Second Division Clerkships' Examination, October, 1901. Time allowed, 1¼ hours.)

Rule a form (which may be as wide as your paper will allow) like the subjoined specimen, and fill up the several columns from the data supplied, observing carefully the following instructions :—

1. All stops and initial capitals given in the specimen form are to be reproduced.

2. The countries are to be entered in alphabetical order.

3. Averages are to be calculated to the nearest yard or pound; values per 100 yards to the nearest penny; percentages to the nearest hundredth.

Specimen Form.

Summary of Returns relating to the Quantity and Value of Cotton Goods Exported from the United Kingdom to certain Other Countries for the Six Months January-June, 1899.

Country.	Quantity.		Total Value.		Value per 100 yards, January to June, 1899.	Percentage of Total Export for the Period January to June, 1899.	
	January to June, 1899.	Average of the three Periods January to June, 1897-99.	January to June, 1899.	Average of the three Periods January to June, 1897-99.		By Quantity.	By Value
	Yards.	Yards.	£	£	£ s. d.	Yards.	£

Returns relating to the quantity and value of cotton goods exported from the United Kingdom to certain other countries for the first six months of the years 1897, 1898 and 1899.

Country.	Value in Pounds Sterling.			Quantity in Yards.		
	1897.	1898.	1899.	1897.	1898.	1899.
United States ...	989,964	640,610	904,279	40,000,300	26,412,900	38,231,900
Australasia	1,038,516	1,046,299	1,139,720	70,897,500	71,662,400	78,962,700
Germany	492,897	450,991	382,267	36,533,100	32,596,100	25,775,500
China	2,580,548	2,202,694	2,541,670	266,796,300	252,856,500	275,737,400
Turkey	1,746,267	1,709,859	1,474,816	181,986,200	183,398,000	161,295,500
Argentine Republic	460,726	511,509	558,941	40,408,200	48,869,800	53,590,800
Bengal and Burma	3,620,833	4,674,091	4,761,810	471,489,400	633,205,300	647,743,400

NOTE.—The total export of cotton for the period January to June, 1899, amounted to 2,670,573,000 yards, and was valued at £24,611,186.

Exercise 33.

(*Given at the Second Division Clerkships' Examination, March*, 1901. *Time allowed*, $1\frac{1}{4}$ *hours.*)

Rule a form (which should be as wide as your paper will allow) like the subjoined specimen, and fill up the several columns from the data supplied, observing carefully the following instructions:—

1. All stops and initial capitals given in the specimen form are to be reproduced.

2. The years are to be entered in consecutive order, beginning with 1888.

3. The amount of poor rate and the total amount of expenditure are to be calculated to the nearest £, the rateable value per head of the population to the nearest penny, and the last two columns to the nearest farthing.

Specimen Form.

Summmary of Returns made to the Local Government Board of Ireland relating to Poor Relief.

Year.	Rateable Value.		Amount of Poor Rate.	Expenditure in Poor Relief.		
	Net Amount.	Amount per head of the Population.		Total Amount.	Amount in the £ of Net Rateable Value.	Amount per head of the Population.
	£	£ s. d.	£	£	s. d.	s. d.

Returns relating to Poor Relief for Ireland.

Year.	Population.	Net Amount of Rateable Value.	Amount expended under the Medical Relief Acts.
		£	£
1888	4,801,313	13,942,713	586,963
1889	4,757,385	13,966,235	547,976
1890	4,717,959	13,994,254	527,231
1891	4,681,248	14,027,858	528,564
1892	4,638,169	14,070,230	526,872
1893	4,615,312	14,134,322	513,637
1894	4,600,599	14,173,761	534,355
1895	4,574,764	14,258,837	554,390
1896	4,560,378	14,374,553	556,652
1897	4,551,631	14,396,556	588,871

NOTE.—The amount of the Poor Rate is 1s. 3d. in the £ on the net rateable value, and the total amount expended in poor relief is the sum of the amount of the Poor Rate and the amount expended under the Medical Relief Acts.

EXERCISE 34.

(*Given at the Examination for Second Division Clerkships*, 1902. *Time allowed* 1¼ *hours.*)

Rule a Form (which may be as wide as your paper will allow) like the subjoined specimen, and fill up the several columns from the data supplied, observing carefully the following instructions :—

1. All stops and initial capitals given in the Specimen Form are to be reproduced.

2. The metals are to be summarized as indicated on the Specimen Form.

3. In columns 1 and 6 the nearest unit is to be entered, in columns 5 and 7 the nearest tenth, and in column 2 the nearest hundred (*e.g.* 8,472,653 should be entered as 8,472,700).

4. In column 7 any decrease is to be indicated by prefixing the sign −.

SPECIMEN FORM.

Summary of Returns relating to the Quantities and Values of certain of the Principal Imports of Belgium for the Eight Months, Jan.-Aug. 1900.

Imports.	Total Quantity in Kilograms.	Total Quantity in Cwts.	Total Value in Francs.	Total Value in £.	Value per 100 Kilograms in Francs.	Value per Cwt. in Shillings.	Increase per cent. in Value, as compared with Jan.-Aug. 1899.
Coal							
Grain & Flour							
Machinery ...							
Metals :—							
Copper and Nickel ...							
Iron & Steel							
Other Metals							
	(1)	(2)	(3)	(4)	(5)	(6)	(7)

QUANTITIES and VALUES of CERTAIN PRINCIPAL IMPORTS of BELGIUM, Jan.-Aug. 1900, and VALUES of the same, Jan.-Aug. 1899.

Machinery, 1899, 24,971,000 francs; Coal, 1900, 2,236,375 *tons*, worth £1,862,480; Grain and Flour, 1899, 219,899,000 francs; Machinery, 1900, value 33,646,000 francs, weight, 34,280,655 kilograms; Coal, 1899, 34,115,000 francs; Grain and Flour, 1900, 24,157,400 *cwts.*, worth £7,186,520.

METALS.

Quantities in kilograms, Jan.-Aug. 1900:—

Lead, 40,636,348; Tin Plates, 3,099,184; Cast Steel, 7,330,373; Pig Iron, 239,473,073; Copper and Nickel, 10,945,064;

Wrought Iron, 2,737,766; Raw Tin, 1,104,032; Steel Wire, 11,101,837; Iron Plates, 8,553,622; Scrap Iron, 51,880,460; Zinc, 6,687,687; Iron (Miscellaneous), 19,217,246; Steel (Miscellaneous), 13,881,357.

Values in francs, Jan.-Aug. 1899:—

Steel, 4,021,000; Copper and Nickel, 13,411,000; Iron, 28,147,000; Other metals, 20,573,000.

Values in francs, Jan.-Aug. 1900:—

Iron, 30,575,000; Copper, 13,279,000; Steel, 4,365,000; Nickel, 9,002,000; Other metals, 22,028,000.

[1 kilogram = 2·204 lbs. 1 franc = 9·6*d*.]

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